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Robert I. Thresher, grain brkr & comsn.

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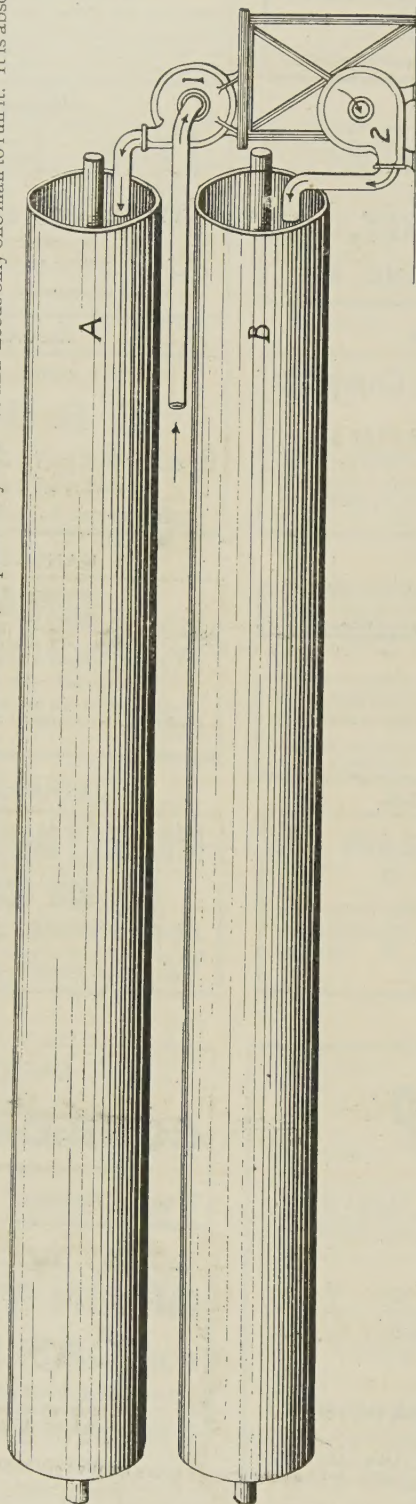
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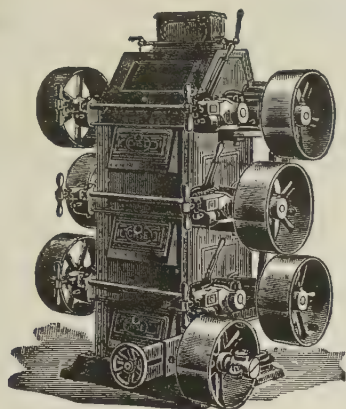
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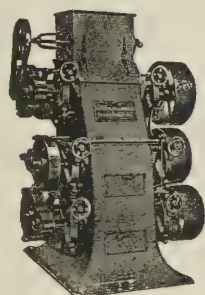
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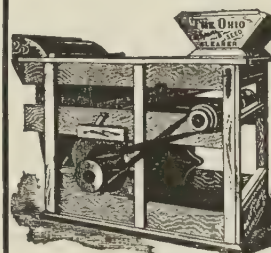
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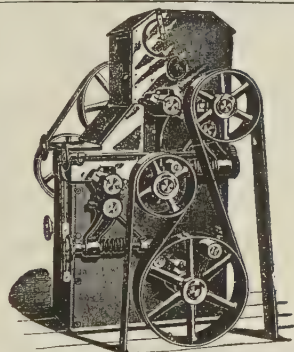
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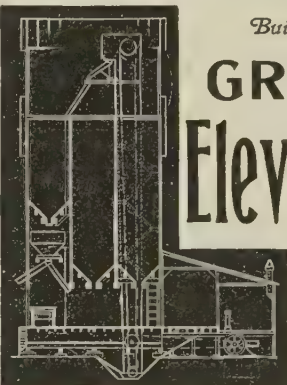
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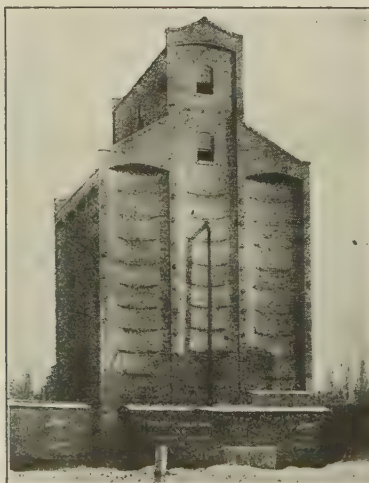
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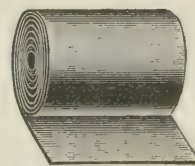
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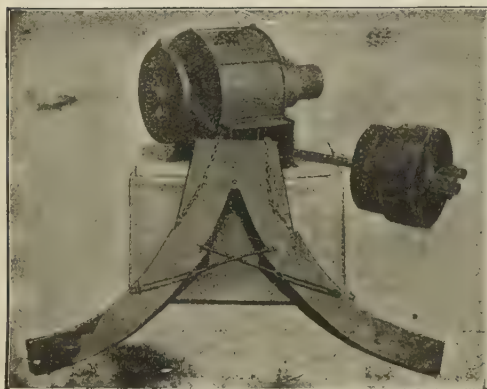
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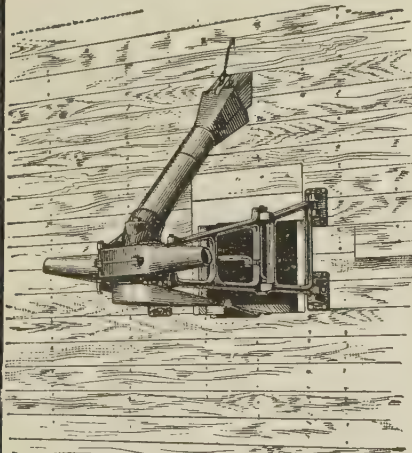
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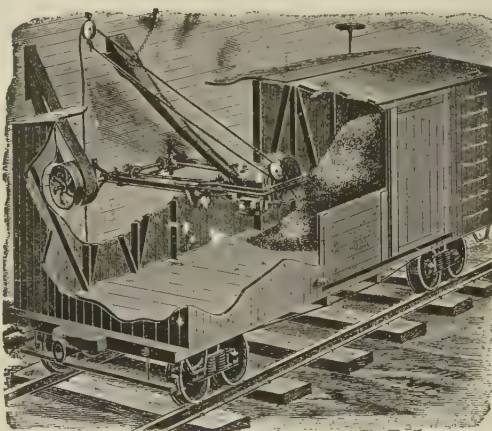
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The Ideal Car Loader Co.,
ALLENVILLE, ILL.

The Champion Car Loader



Will fill each end of the car at the same time.

Has a capacity of 6,000 to 9,000 bushels per hour.

A perfect success.

Write the inventor and pioneer manufacturer of the rotary car loaders, for full particulars.

Manufactured by

E. H. REYNOLDS,
STERLING, ILL.

Coal Dealers Friend

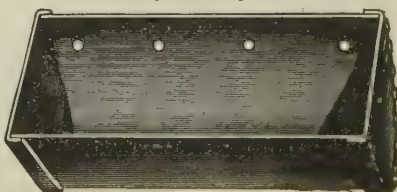
Is a book of tables which shows at a glance the cost of any number of pounds of coal from 5 to 1995 pounds, at any price per ton from \$1.00 to \$14.00. It is especially adapted for retailers. It is printed on good book paper and bound in cloth, size 4 1/4 x 8 1/4 inches. 110 pages.

PRICE, \$1.00

GRAIN DEALERS COMPANY
255 LA SALLE ST., CHICAGO, ILL.

ELEVATOR BUCKETS

The Fuller Patent Steel Bucket is stronger, will carry more and make better delivery than any other.



MADE BY

Cleveland Elevator Bucket Co.,
Cleveland, Ohio.

GRAIN ELEVATOR SUPPLIES.

A GRAIN SPOUT

That will load cars without shoveling.

It is worth its weight in gold.

It will save you in labor all it costs in less than a month.

Send for Prices to

H. SANDMEYER & CO., Peoria, Ill.



HAD GOOD RESULTS,

Siebers Bros., Buckley, Ill.: "Discontinue our adv., as we have sold the engine. Have had many inquiries."

Minneapolis, Minn.

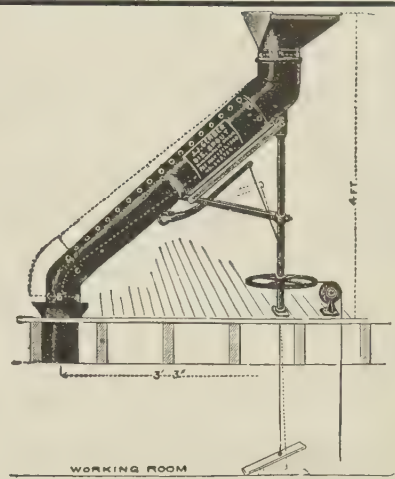
The above City is where the Gerber Improved Distributing Spouts are manufactured.

USERS ARE PLEASED WITH THEM.

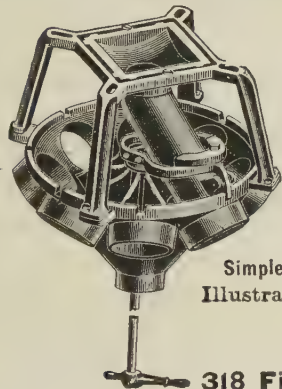
Patented May 15, 1900, Feb. 18, 1902.

ELEVATOR SPOUTING A SPECIALTY.

**JAMES J. GERBER
MINNEAPOLIS, MINN.**



THE HALL OVERFLOW SIGNALLING GRAIN DISTRIBUTOR



is unrivalled and unapproached by any known device for grain distribution in the world. All the distributors save only this mix grain in process of distribution. Mixing grain is wasting money and it is the most wasteful feature in the grain business. The dockage at destination sums it up with unerring accuracy and is a part of the Cost of Your Distributor. Our device is

Simple, Accurate, Positive, Economical, Efficient, Durable, Perfect. Illustrated descriptive booklet mailed upon request. Send for one and be convinced.

Hall Distributor Co.

318 First National Bank Bldg., Omaha, Neb.

ELEVATOR SUPPLIES

**Wagon, Hopper,
Portable, Dump Scales,
Gasoline Engines,
Grain Cleaners**

Write for Catalog of Complete Elevator Equipment

**C. D. HOLBROOK & CO.
Minneapolis, Minn.**



**Birchard
Improved
Distributor**

Can be installed in an elevator without changing any of the spouting and overhauling the house.

Write for descriptive circulars.

**Downie-Wright Mfg. Co.
P. A. Kilner, Manager,
York, - - - Nebr.**

Grain Elevator Machinery

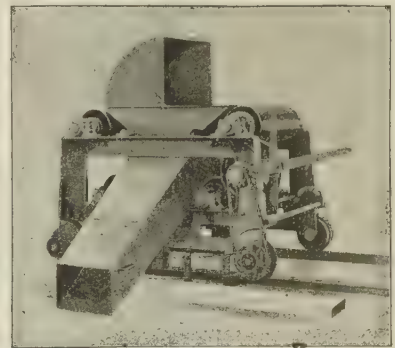
BELT CONVEYORS, CAR PULLERS, SPOUTING, WAGON DUMPS, SHAFTING, PULLEYS, GEARING, FRICTION CLUTCHES, ROPE SHEAVES, LINK-BELTING, SPROCKET WHEELS, Etc., Etc.

SEND FOR NEW CATALOG NO. 28.

LINK-BELT MACHINERY CO.

ENGINEERS, FOUNDERS, MACHINISTS.

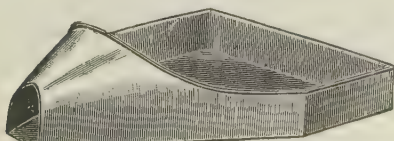
CHICAGO - - - U. S. A.



BELT TRIPPER

Grain Sample Pan

For Examining Samples of Grain and Seeds



Made of Aluminum. The lightest pan made, will not Rust or Tarnish, always stays bright.

Grain Size, 2 1/4 x 12 x 16 1/2 ins. \$1.25

Seed Size, 19 x 9 x 11 ins. \$1.00

Grain Dealers Co., 255 La Salle St., Chicago, Ill.

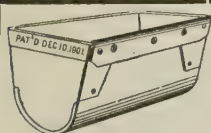
CLARK'S GRAIN BOOK

Is a Record and Memorandum Book for the use of country dealers.

It is 9 1/2 x 12 inches, contains 400 pages of heavy manilla paper, bound with board covers, leather back and corners. Each page is ruled into 12 uniform sized squares. Each square is used to keep a record of each load of grain, there being room enough to write the farmer's name, kind of grain, gross, tare and net weights and to figure how much it comes to at the ruling market price. Price \$2.00.

For Sale by

**Grain Dealers Company,
255 La Salle St. Chicago, Ill.**



**Welfle's
ELEVATOR
BUCKET**

Least expensive, most substantial on the market made by

JOSEPH WELFLE, Hamler, O.

To Successfully Handle This
Year's Crop the Most Efficient

OAT CLIPPERS, WHEAT CLIPPERS AND WHEAT SCOURERS

will be required, therefore you will do well
to thoroughly investigate the merits of the

"EUREKA"

THEY HAVE MORE CAPACITY, BUILT STRONGER, CLIP AND SCOUR WITH LESS
WASTE, AND DO BETTER WORK THAN ANY OTHER. CAN MAKE PROMPT SHIPMENTS.

THE S. HOWES COMPANY

"EUREKA" WORKS,

ESTABLISHED, 1856.

SILVER CREEK, N. Y.

B. F. RYER, 11 Traders Building, Chicago, Ill.
J. N. HEATER, Care of Savoy Hotel, Kansas City, Mo.

Skillin & Richards Mfg. Co.

CHICAGO, ILL.

CONVEYING AND ELEVATING MACHINERY—Pulleys, Hangers and Shafting.
FRICTION CLUTCH PULLEYS—Rope Transmission, Link Chain Sprockets, Salem Buckets.

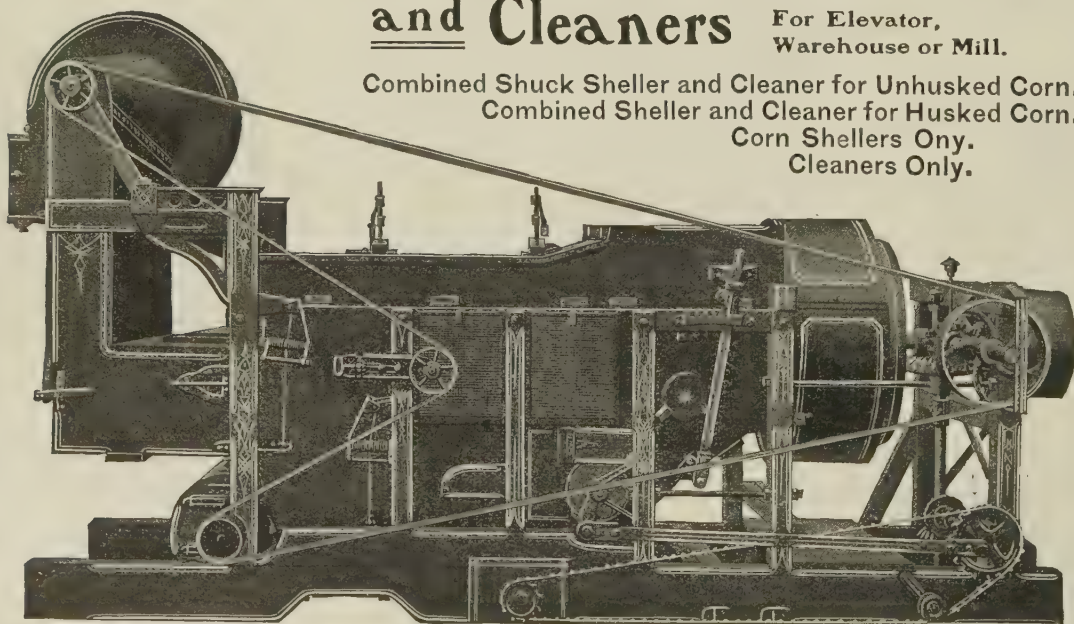
MILL AND ELEVATOR SUPPLIES OF ALL KINDS.

New Process Dustless Cylinder Corn Shellers and Cleaners

For Elevator,
Warehouse or Mill.

Combined Shuck Sheller and Cleaner for Unhusked Corn.
Combined Sheller and Cleaner for Husked Corn.
Corn Shellers Only.
Cleaners Only.

CLEAN CORN
CLEAN COBS
CLEAN HUSKS



Favored by Insurance Companies
Because Husks are Carried
Out of Building.

The New Process Combine Shuck Sheller and Cleaner shown above is the only machine that can be
fitted for either Husked Corn of Northern States or the Unhusked Corn of Southern States.

Send for our Catalog of **EVERYTHING** used in an **ELEVATOR, WAREHOUSE or MILL.**

MARSEILLES MFG CO. MARSEILLES ILLINOIS....

Branches { Peoria, Ill., Council
Bluffs & Cedar Rapids
Ia., Kansas City, Mo.

FIRE INSURANCE

MILL OWNERS MUTUAL FIRE INSURANCE CO.

Des Moines, Iowa.
Insures Mills, Elevators, Warehouses and
Contents. Oldest Flour Mill Mutual
in America. Saved to Members
nearly \$1,000,000.

J. C. SHARP, Secretary, Des Moines, Iowa.

Reliable Insurance...

on Modern elevators and Contents can be
secured at about one-half the rates
charged by stock companies by addressing

MILLERS NATIONAL INS. CO.

205 La Salle Street, CHICAGO, ILL.

CHARTERED, 1865 ASSETS, \$2,721,893

NET CASH SURPLUS, \$469,382.27

W. L. Barnum, Secy.

INDIANA MILLERS MUTUAL FIRE INSURANCE COMPANY

OF INDIANAPOLIS, IND.

JAN. 1, 1902.

Gross Premium Notes.....\$897,501.33
Surplus to Policy Holders..... 697,351.55
Dividends Paid Policy Holders..... 238,566.84
Cash Assets..... 119,924.77

MILLS AND ELEVATORS ONLY PURELY MUTUAL

A liberal policy issued.

Losses paid when adjusted and NO DIS-
COUNT demanded. Address,

E. E. PERRY, Secretary.

Michigan Millers Mutual Fire Insurance Co. of Lansing, Michigan.

21 Years Successful Business.

Assets.....\$958,473.31
Losses Paid..... 718,556.00
Net Cash Surplus, 214,743.50

50% DIVIDENDS

1899
1900
1901
Insures Flour Mills, Grain and Elevators.

FLOATER GRAIN INSURANCE

Special attention to Open Floater Policies
in the best Stock Companies.
Insurance follows grain up and down as the
quantity stored in each house changes. Will
ALWAYS have insurance where you have grain.
Simple, Sure, Economical. Investigate,
and you will find it absolute protection and cheap.
Business handled anywhere. Write us.
H. H. LANTZ & CO., DES MOINES, IOWA
25 years' experience. Best of references.

Insurance Notice.

On Nov. 20 the incorporators of the
Grain Dealers National Mutual Fire In-
surance Co. at Indianapolis, Ind., had on
file \$75,000 of the \$100,000 of application
notes required by the Indiana law for a
charter. This three-fourths of the required
amount was given by 120 grain dealers
and covers 174 risks.

The patronage does not cover any large
line risks, but comes from the small ele-
vator owner and the dealers prominent in
their various sections, largely from men
who handle considerable insurance and
are conversant with the subject of insur-
ance and the needs of the business.

It is a little less than two months since
the first inspector started on the first trip.
The volume of patronage has never before
been equaled by a new mutual organiza-
tion. The charter members will have the
satisfaction of putting the company into
existence under very favorable conditions
and after they elect reliable officers will
have the credit of benefiting the grain
trade in a direction outside the work of
associations.

There seems no question that the work
of soliciting will close by Dec. 15. The
business will then at once be submitted to
the insurance department, and with the
charter granted a meeting of the charter
members will be called, as the last step,
for the election of officers and making of
by-laws.

The management has inspectors travel-
ing in Ohio, Indiana and Illinois, calling
upon those who have expressed any inter-
est in the company. As inquiries are be-
ing received daily it indicates there are
many who have delayed action, and it is
requested as a matter of assistance and
economy that those who have not written
and who will consider propositions at this
time, write the office at once and the near-
est inspector will be instructed to call.

C. A. McCotter, Sec'y.

Indianapolis, Ind.

An elevator and mill constructed entire-
ly of cornstalks was shown recently at the
Atchison corn carnival.

Another Kick on Corn.



Blue-Blooded Jersey—"I object to the
corn you furnish; there's a hare in it!"

The Practical Gas Engineer

By E. W. LONGANECKER, M. D.

A manual that tells what a Gas or Gaso-
line Engine is; How to Purchase a Gas or
Gasoline Engine; How to Install the Engine;
How to Operate it; How to Care for it;
What to do when it gets Stubborn, and
How to do it. In short, just how to handle
it successfully and all about it.

This book contains all the practical points
needed by a purchaser, owner or operator
of a Gas or Gasoline Engine. The book
contains 130 pages, and every paragraph is
numbered.

The index is complete, occupying thirteen
pages. In it every point regarding Gas and
Gasoline Engines is listed alphabetically.
The page and paragraph numbers are given
which enables the user readily to find the
information desired.

This book is just out and is strictly
up-to-date. You can not afford to be with-
out it. It is of convenient size, printed on
book paper and neatly bound in cloth.

Price \$1. For Sale by

GRAIN DEALERS COMPANY,

255 La Salle Street, CHICAGO.

AN AD AND THE RESULTS.

HIGH GRADE Buckeye Engine for
sale; in first-class condition; cylinder
10x14; 2 drive wheels 60-in. diam., 4-in.
steam pipe; will develop 75 h.p. A. Col-
vert, Attica Ind.

Attica, Ind., Sept. 9, 1901.

GRAIN DEALERS JOURNAL,
Chicago, Ill.

Gentlemen: Enclosed please find check for
advertising engine. Kindly discontinue ad in
Grain Dealers Journal as it has already sold
my engine, and oblige,

Yours very truly,

A. COLVERT.

Gas Engine Books

Operators of gasoline engines who encounter
difficulties in the care or operation of gas and
gasoline engines will find each of the following
books of great assistance.

THE PRACTICAL GAS ENGINEER,
by E. W. Longanecker, M. D., Price, \$1.00.

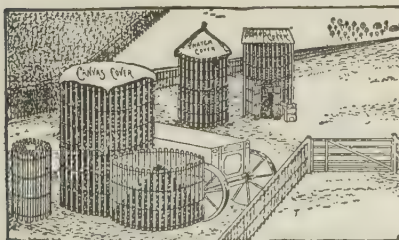
THE GAS AND GASOLINE ENGINE,
by Norman & Hubbard, Price, \$1.00.

THE GAS ENGINE HANDBOOK,
by E. W. Roberts, Price, \$1.50.

For any of the above address,

Grain Dealers Co.,
255 La Salle St. Chicago, Ill.

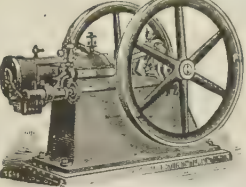
PORTABLE CORN CRIBS



The demand for CORN CRIBS will be
enormous this season. Farmers are pre-
paring to build new ones now. YOU
SHOULD STOP THEM IMMEDIATELY by
offering our TELESCOPE CRIBS, that are
better, and at a fraction of what theirs
will cost. Capacity: 125; 200; 300; 500;
800; 1,200 bushels. Order printed matter
and dozen cribs now. Price will be right.

THE ELLIOTT & REID CO., Box 2060, Richmond, Ind., U. S. A.

POWER FOR GRAIN ELEVATORS.



THE Columbus Gas and Gasoline Engines.
Simple, effective, easily started and adjusted.
Columbus Machine Co.
COLUMBUS, OHIO.
Send for Catalog No. 39



Gasoline Engines
Especially adapted for elevator use.
Fremont Foundry & Machine Co.,
Fremont, Neb.

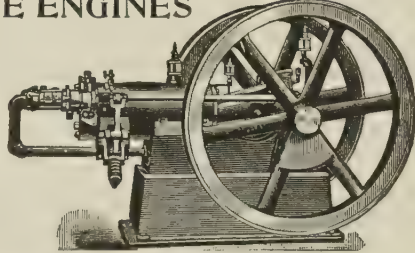


'NEW ERA' Gas Engines
For Gas or Gasoline. Sizes 5 to 80 H.P.
NEW ERA IRON WORKS,
86 Dale Avenue, DAYTON, OHIO, U. S. A.


THE CHEAPEST POWER PLANT ON EARTH
Is the Gasoline Engine. Learn something to your advantage about
McMullin Engines
by writing us. Catalog and prices on application.
McMullin Motive-Power and Construction Co.
404 Royal Insurance Bldg., CHICAGO.



HOWE SCALES AND HOWE ENGINES
Can you get anything better?
Can you get anything as good?
INVESTIGATION WILL DETERMINE.
Grain Testers, Grain Scoops, Bag Holders, Car Starters, Conveying and Elevating Machinery.
CATALOGS.



The Ball-Bearing Scale.
1 to 60 H. P.
Wagon, Dump, Hopper, and Grain Scales.
Double or Compound Beams.
Steel Frames.



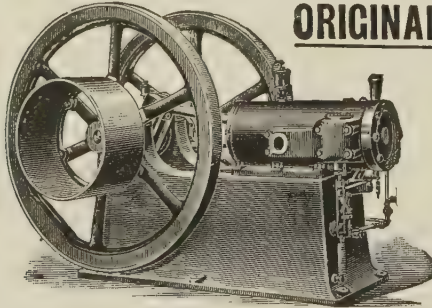
St. Louis, Kansas City, Minneapolis, Cleveland.
Borden & Selleck Co., Chicago, Ill.

Grain Dealers' Scale Tickets.
BOOK NO. 51.
This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Fees.
It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.
Book No. 51, Price 75 cent. Address
GRAIN DEALERS COMPANY
255 La Salle Street. - Chicago, Ill.

The Gas and Gasoline Engine and Its Age
By NORMAN & HUBBARD
Is a practical hand-book of questions and answers on any difficulty that may arise in the care, management and operation of a Gas or Gasoline Engine. It is a reference book for users and those contemplating the purchase of a gas or gasoline engine.
It gives a historical review of the growth of the gas and gasoline engine and the features that are essential to the good working of a gas or gasoline engine. It gives a long list of questions and answers which are invaluable to users, describes an indicator, the pounding of engines, precautions in running a gas engine, etc. It also gives a description of nearly all the prominent makes of American engines, besides a very complete set of rules and tables, which are invaluable to operators of engines. This book is of convenient size, well bound in cloth covers, printed on book paper, and profusely illustrated. Price \$1.00.
FOR SALE BY
GRAIN DEALERS COMPANY
255 LaSalle St., CHICAGO, ILL.

RECEIVERS
who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL.

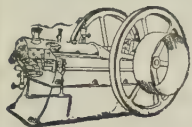
ORIGINAL LEWIS GASOLINE ENGINES
Most Popular and Reliable for
**GRAIN ELEVATORS
WATER WORKS
ELECTRIC PLANTS**
Don't be bothered with a cheap, inferior engine. It will always make you trouble and be the most expensive in the end.
Buy a Lewis at the start. It is acknowledged to be standard in all respects.
J. THOMPSON & SONS MFG. CO., Beloit, Wis.



MODERN POWER TRANSMISSION ENGINEERING
exemplified with typical installations in each issue of
Power and Transmission
(American Edition — English Edition)
Of special interest to those contemplating mill or factory improvements.
Sample copy free. Address:
THE DODGE MANUFACTURING CO., MISHAWAKA, IND., U.S.A.
MANUFACTURING ENGINEERS.
BRANCHES — Boston; New York; Chicago; Cincinnati; Atlanta; London, Eng.

POWER FOR GRAIN ELEVATORS.

THE BAUER GASOLINE ENGINE



Is better adapted to the needs of the grain elevator man than any other.

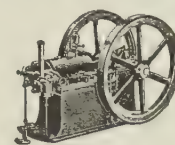
WRITE FOR DESCRIPTION.
Bauer Machine Works,
Kansas City, Mo.

LENNOX GAS ENGINE



WFD. BY LENNOX MACH. CO.
MARSHALLTOWN, IA.
WRITE FOR CATALOGUE
of Elevator Engines.

BRUNNER ELEVATOR ENGINE



FOR GRAIN ELEVATORS
From 1 to 30 H. P.
Write for descriptive circular.
CHARLES BRUNNER, Mfr
PERU, ILL.

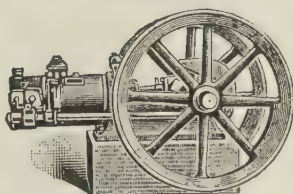
Burger Automatic

Gasoline Engines are Perfect

in mechanical construction, so when buying one for your elevator don't stop short of the best. Write us today.

WOOLLEY FOUNDRY AND MACHINE CO.
ANDERSON, IND

OTTO ENGINES ARE DOING THE WORK OF THE WORLD!



The demand for large units is rapidly increasing. We are prepared to meet it. Our entire line of single cylinder horizontal engines from 30 to 150 H.P. has been remodeled during the last two years, brought right up to now, and five years ahead of the nearest competitor. 20,000 feet of floor space added to our factory and latest improved machine tools installed. We can meet your requirements.

THE OTTO GAS ENGINE WORKS

Chicago Representative, T. W. SNOW, 360 Dearborn St.

PHILADELPHIA, PA.

FREE to SUBSCRIBERS

If any subscriber to the Grain Dealers Journal desires a copy of the GRAIN DEALERS AND SHIPPERS GAZETTEER for 1899-1900, they can obtain one by sending 25 cents in stamps to prepay express charges. This book is said to contain the Freight Agents Official Lists of Grain Dealers and Millers on over 100 lines of Railroad. The names are arranged by railroads. The book contains over 200 pages and is well bound in cloth with flexible cover.
Address, GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

SOLD ENGINE THRU AD.

John H. Doyle, Longview, Ill.:
"Please discontinue my advertisement in the Grain Dealers Journal, as I have sold my engine thru the ad., and could have sold one-half dozen engines if I had them."

PURIFIED GRAIN

Commands a premium in every market, which is perfectly natural. All trace of smut, must and mold odors, also water stains, are entirely removed.

Ten years' experience in operating and building purifiers has shown us what is needed to do successful and practical work. Our experience should be worth something to you.

A Grain Purifier

On which letters patent have not yet been issued is not a safe machine to buy, and you may get a law suit with it.

The essential features of our Purifier are fully covered by U. S. Letters Patent No. 592691, issued Oct. 26, 1897, and whoever uses same without our permission is liable for damages for infringement. Write for particulars to

The American Grain Purifier Constructing Co.

DAVENPORT, IOWA, or KENTLAND, IND.

THE CLIPPER SEED CLEANERS

This cut shows our No. 7 SPECIAL SEED CLEANER with Traveling Brushes, and to which we can add our Special Air Controller, if it is desired.

This machine is absolutely unequaled as a cleaner—moderate in cost and of medium capacity—for handling all kinds of seeds—Clover, Timothy, Red Top, Blue Grass, Millet, Flax, etc., and is equally as good for all kinds of grain.

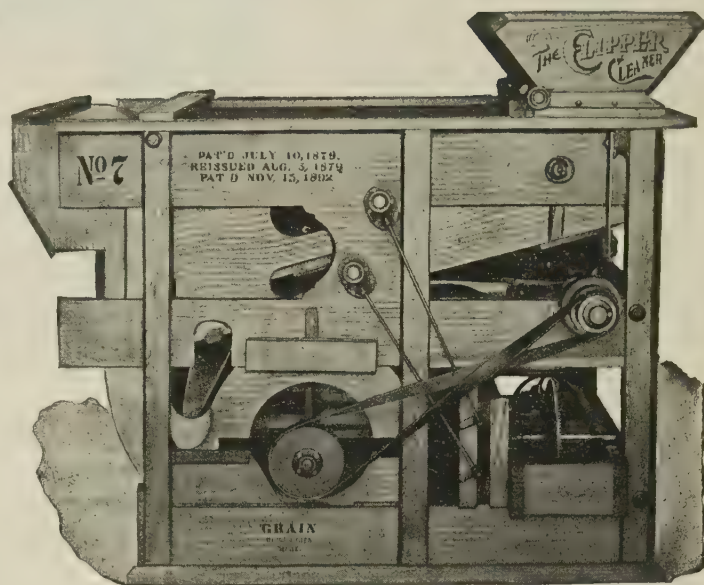
The Traveling Brushes KEEP the SCREENS CLEAR WITHOUT PERSONAL ATTENTION, and help to maintain the full capacity of the machine at all times.

The Special Air Controller permits regulating the air blast to EXACTLY MEET THE REQUIREMENTS OF LIGHT OR HEAVY STOCK, which is OF THE GREATEST IMPORTANCE IN CLEANING FINE SEEDS.

This machine is guaranteed to be first-class in every particular, to require a small amount of power, and to give entire satisfaction in the work for which it is recommended.

FOURTEEN of these machines sold to one seed firm, and TWENTY-THREE to another, THIS YEAR FOR THEIR OWN USE.

Sample Plate of perforations and new Catalog mailed on request.



A. T. Ferrell & Co., Saginaw, Mich.

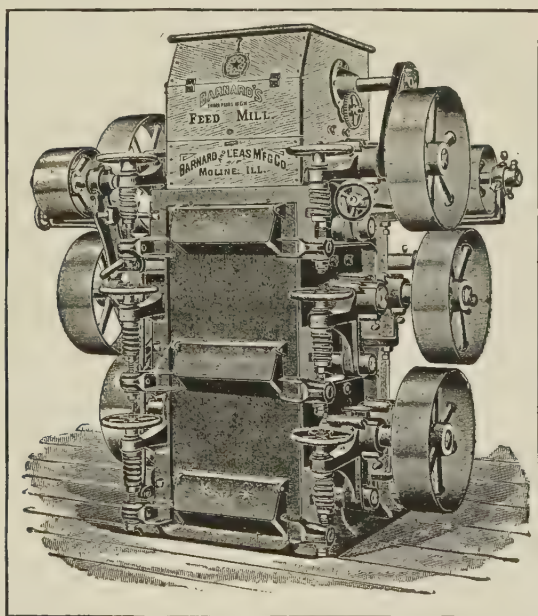


Table Meal

When large capacity and fine grinding is desired, Barnard's Three Pair High Feed Mill will meet all requirements.

It is specially adapted for grinding fine table meal, pearl meal, linseed meal, rye or barley. Its adjustments are very simple and it is compact, strong and durable. We also make The Willford Three Roller Feed Mill, Cob Crushers, Corn Shellers and

Cleaners, Separators, Scourers and Oat Clippers, and furnish all kinds of mill and elevator supplies.

BARNARD & LEAS MFG. CO., - MOLINE, ILL.
BUILDERS OF ELEVATORS AND ELEVATOR MACHINERY.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ELEVATORS FOR SALE.

ELEVATOR for sale. One of best locations in northwestern Ohio. No. 1 plant; good reasons for selling; \$7,000 will buy. F. M. G. Sibert, Weston, O.

FLAT WAREHOUSE for sale, on Canadian Northern Railway. Capacity 5,000, large scale. Good chance for grain buyer. K. Reimer & Son, Steinbach P. O., Man.

ELEVATOR and 60-bbl. roller mill, complete in every detail, for sale; very modern. Rapid money making opportunity for the right man. Colorado State Bank, Durango, Colo.

A **GOOD** elevator, and hay, coal, feed and flour trade in connection. Crop prospects never better. Good reasons for selling. Address A, box 2, care Grain Dealers Journal, Chicago.

ELEVATOR for sale; 25,000 bu. capacity; cribs, 15,000 bu.; coal house; good point; 250,000 bu. annually. Price, \$8,500; easy terms. Address L. S., box 8, care Grain Dealers Journal, Chicago.

ELEVATOR for sale, 40,000 bu. cap., cribs 5,000 bu.; coal house; fine point; 250,000 to 300,000 bu. annually; 7 miles from state university. Handle hardware and implements. Address No. 64, Bondville, Ill.

LARGE country elevator for sale; 60,000 capacity; best location in Illinois; station handles 900,000 bu. grain annually. A bargain if sold by Jan. 1. Address P. O. R., box 9, care Grain Dealers Journal, Chicago.

NEARLY NEW elevator on the Great Northern at Paynesville, Minn., of 10,000 bu. capacity for sale at a bargain if sold now. Horse power; in good condition. Geo. F. Edwards, 1012 Guaranty bldg., Minneapolis, Minn.

GRAIN elevator at Yellow Springs, Ohio, town 1,800 inhabitants; no opposition; in good grain country. All in running order, with established business. For particulars address Meda Brooks, Yellow Springs, Ohio.

ELEVATOR of 10,000 bu. capacity and mill 40 bbls. daily will be sold on account of disagreement. Handle 150,000 bu. grain annually. Steam power. Only mill and elevator in town. Address Nebraskan, 72 Traders bldg., Chicago.

ELEVATOR on St. Paul road in good grain country for sale. Corn crib, 10-h.p. engine, scale; everything complete for \$3,000. Capacity 12,000; shipped last year 85 cars. Address L. M., Box 10, care Grain Dealers Journal, Chicago.

ONLY elevator in southern Ohio town, in extensive corn and wheat valley. Storage 40,000 bu.; modernly equipped; built three years. Exclusive coal trade. A fine money maker; owner has not time to give it attention. Price \$6,500, part cash. Address Morgan, box 9, care Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE.

ILLINOIS elevator at sacrifice or exchange for real estate; must be sold. W. L. Cadle, 440 Canal-st., Chicago.

LINE of six elevators for sale in central and three in eastern Illinois. Six in Indiana, one in Ohio and one in Iowa. Some rare bargains to offer if taken soon. List your elevators for sale with me. Aaron Smick, Decatur, Ill.

ELEVATOR and 360 frontage on side track at Mt. Carroll, Ill., for sale to close estate. Capacity 40,000 bu.; gasoline engine and dump. Good opening for right man. For particulars inquire of N. H. Halderman, Mt. Carroll, Ill.

N. E. KANSAS elevator of about 10,000 bu. cap.; gasoline power; sheller; cleaner; hopper scales. Very large territory; one competitor; station ships 300,000 bu. Price \$6,000, no trade. Address M. D., box 9, care Grain Dealers Journal, Chicago.

TWO elevators for sale in northern Indiana. One on the main line of the P. F. W. & C. R. R., the other on the Vandalia. Located in good residence towns and in the best grain producing section of Indiana. Address Plymouth Novelty Mfg. Co., Plymouth, Indiana.

TWENTY thousand bu. capacity steam elevator, with cribs of 40 thousand bu. capacity; all in first-class repair. Good wheat and corn crops this year; a very large acreage of fall grain sown and in fine condition. Good reasons for selling. J. H. Swan, Moorefield, Neb.

ELEVATOR for sale, cap. 32,000, cribs 10,000, 2 dumps, gasoline engine; everything in No. 1 running order. Will stand investigation. Located in best grain belt in Ill.; 400,000 bu. annually. Price \$7,000 if taken at once. Good reason for selling. Address R. A., Box 10, care Grain Dealers Journal, Chicago.

GRAIN ELEVATOR for sale in the corn belt of central Iowa; splendid location; best elevator in the town; the only one having steam power and corn sheller. Good opening to handle lumber with it. Price \$3,000; a fine opening for some one. Address Stilwell, Crow & Co., Lebanon, Mo.

ELEVATOR and coal business for sale in the best corn and oats county in Indiana, and located on the Big Four Railroad. The elevator is 40,000 capacity, been built two years; steam power, everything in first-class order. Large territory to work on. Price, ten thousand dollars. Address K. B., box 10, care Grain Dealers Journal, Chicago.

ELEVATOR, 40,000 cap'y, in fine repair; new Fairbanks 12-h.p. gasoline engine; five town lots; corn crib; new 70-ton coal house. One other elevator. Good school and church town of 300, and best of land; point shipping 300 cars per year. Any person buying this plant is not buying a fight. Price, \$6,000. C. H. Whitaker & Son, Ellsworth, Ill.

ELEVATORS FOR SALE.

ELEVATORS for sale or trade for farms. W. A. Thompson, Attica, Ind.

INDIANA elevator, corn and feed mill in first-class condition, for sale or trade. Address C. J., box 9, care Grain Dealers Journal, Chicago.

PAYING LINE of elevators in first-class agricultural territory of Illinois. Yearly business of corn, wheat and oats about 1,000,000 bu. Properties located at Stonington, Willets, Taylorville, Clarksdale, Raymond and Honey Bend, total storage 303,000 bu. Present owner and manager has had these properties many years, always profitable. Nothing better can be found. Every condition, including competition, is good. We offer the entire business at \$35,000; prefer to sell all together. On Wabash R. R. For additional information address the Pratt-Baxter Grain Co., Taylorville, Ill.

ELEVATORS WANTED.

WANT to buy elevator in good town; prefer central Ill. C. I., box 10, care Grain Dealers Journal, Chicago.

GOOD elevator handling 300,000 to 400,000 bu. annually, wanted for cash. B. L., box 10, care Grain Dealers Journal.

GOOD Indianapolis property to trade for country elevator; must show business 150,000 to 200,000 bu. per year. Address Board of Trade, Room 18, Indianapolis, Ind.

IF you want to sell your elevator, advertise it in the "Elevators for Sale" column of the Grain Dealers Journal. This will place your property before all probable buyers and insure your getting a good price for it.

WANTED to buy at once, an elevator in good repair, located within 200 miles of Peoria, Ill. Must have shipped an average of 120,000 bu. per year for last 3 years. Address M. C., care W. T. Jones, 301 Main-st., Peoria, Ill.

ELEVATORS WANTED. If you wish to sell or lease your elevator, list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. Elevator Agency, 72 Traders bldg., Chicago, Ill.

WANT to buy a good elevator, in northern Iowa or southern Minnesota, in good locality, not shipping less than 100 cars a year. Would prefer coal and feed business in connection. Write at once. Address O. A., box 10, care Grain Dealers Journal, Chicago.

ELEVATORS FOR RENT.

FOR RENT: A grain elevator in best grain and seed district in Iowa. Address Ruskin, box 9, care Grain Dealers Journal, Chicago.

STEEL STORAGE TANK, 55,000 bu. capacity, to lease, with track, track scale and elevator privileges. Address T. G. White, Cedar Rapids, Ia.

LOCATIONS For **FACTORIES** and other **INDUSTRIES** on the **BELT** RY. of Chicago. Ample Car Supply. Low Rates. Quick Time.

(The Inner Belt.) Address, B. THOMAS, Pres. and Gen. Mgr., Dearborn Station, Chicago.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

MACHINES FOR SALE.

WILLFORD 3-roller mills for sale; one No. 1, one No. 2. C. D. Holbrook & Co., Minneapolis, Minn.

A MILLING separator, another bargain. Cleans corn, oats and seed wheat. B. S. Constant Co., Bloomington, Ill.

PIONEER Wagon Dump for sale at 2-3 cost, f. o. b. here; in good shape; ready to run. W. P. Finger & Sons, Sawyer, Kan.

A No. 4 Western Corn Sheller and Cleaner, in good condition, for sale; \$50 f. o. b. car Crawfordsville, Ind. Address Bernard Price, Crawfordsville, Ind.

NO. 1 MARSEILLES New Process Cylinder and No. 5 New Process Cylinder Sheller, in good condition, for sale cheap. Address J. H. Stewart, Manson, Ind.

SEND for our list of new and second-hand shellers, cleaners and meal and feed grinding machinery, mill and elevator supplies. The E. E. Hollister Co., 116 North Front-st., Quincy, Ill.

OAT CLIPPER, 2,500 bu. capacity; wheat cleaner, and improved dustless corn sheller for sale. All new and in good repair. Berry-Horn Coal Co., Bank of Commerce bldg., St. Louis, Mo.

LARGE BARLEY AND WHEAT REEL, about good as new; 60 reels, an exceptionally fine machine for taking out all kinds of seeds and small kernels. Cost \$400. Will take \$100 cash. S. D. H., box 4, care Grain Dealers Journal.

OAT CLIPPER for sale at low price, as we have no use for it. Machine does very good work and can be run at 200 to 1,000 bu. per hour, requiring 5 to 25 h.p. Best made. Address J. B., box 7, care Grain Dealers Journal, Chicago.

ONE No. 3 Miami Valley Corn Cleaner; 1 Smith Patent Ear Corn Feeder; 1 Eureka Wheat Cleaner, brand new; was never set up. for sale. Price is right. Raymond P. Lipe, 50 St. Clair bldg., Toledo, O.

POWER grain & seed cleaner for sale. No. 6 Monitor Grain & Seed Separator, made at Silver Creek, N. Y. In first-class condition. We having no further use for it will sell at a reasonable price. Thos. Johnston & Co., 33 South Gay-st., Baltimore, Md.

ONE No. 8, 4 No. 5 and 5 No. 4 Knickerbocker Cyclone Dust Collectors; No. 9 Monitor Oat Clipper; 2 No. 9 Monitor Warehouse Receiving Separators; 2 Twin City Succotash Machines, 100 to 250 bu.; 2 flax machines, 100 to 150 bu.; 4 friction clutch pulleys, 48x8; 3 36-in. and 1 76-in. 5 gr. friction clutch sheaves, 1-in. rope. G. T. Honstain, 313 3d st., S., Minneapolis, Minn.

ONE 24-in. attrition mill; one No. 6 oat clipper; one No. 3 receiving separator, with 2 sets sieves, wheat and corn; one new Howe Hopper Scale, 300 bu. capacity hopper, ironwork and beam strong enough for 500 bu., everything new, timbers and hopper go with it. One, 9x18, 3-pair-high roller mill, new, John T. Noye make. Above machines are as good as new and will be sold cheap. Prices on application. A. S. Garman & Sons, Akron, O.

MACHINES FOR SALE.

SECOND-HAND CLIPPER MILLS for sale. Apply to the Albert Dickinson Co., Chicago, Ill.

CORN cleaner, Barnard & Leas, No. 2, double cylinder, good condition. Will sell cheap. I. R. Kennard, Moran, Ind.

TWO No. 4 Eureka Clippers; good condition. Sell because I have not power enough to run. D. N. Dunlap, Fontanelle, Iowa.

MILLS FOR SALE.

A FIRST-CLASS, up-to-date, new Iowa mill for sale or rent, or would take in a working partner. Way-Johnson-Lee Co., 606 Corn Exchange, Minneapolis, Minn.

SMALL FLOUR MILL with water power, including 50 acres and houses, in fertile Pine Valley, Baker Co., Ore., only mill in 75 miles, for sale at \$12,000, worth \$20,000. P. V., box 9, care Grain Dealers Journal, Chicago.

FULL roller 75-bbl. mill and granary, in the fine wheat belt of west Tennessee, will be sold at reasonable price and on terms to suit purchaser, as other business demands entire attention. Tennessee Farm Co., Trimble, Tenn.

BEST 100-bbl. mill that money could build; 30,000 bu. storage; everything 1st-class shape; large corn crop to handle; best farming section of Missouri. Handled 90 cars of wheat this season. Will sell at big bargain if sold at once. Address Ed. S. Harte, Knob Noster, Mo.

THE well-known Dyer Flour Mills, located on three railroads, 30 miles from Chicago, in one of the finest farming and dairying districts in the state. Good shipping point for grain. Capacity 80 barrels on wheat, rye and buckwheat, and a very extensive feed trade at mill door. Mill and property will be sold cheap on account of settling an estate. Dyer Flour Mill, Dyer, Ind.

SCALES FOR SALE.

SCALES, 2d-hand, all sizes, also new ones cheap. Chicago Scale Co., Chicago.

HOPPER SCALE for sale, 60-bushel Fairbanks. C. D. Holbrook & Co., Minneapolis, Minn.

HOPPER scale for sale: a 200-bu. Fairbanks; used three months. Address E. A. Thorp, Garber, Okla.

ONE 42-ft. and one 44-ft. 75-ton Fairbanks R.R. Track Scales for sale. Standard Scale Co., Station A, Kansas City, Mo.

EIGHTY-ton, 42-ft. Fairbanks Track Scale for sale; bargain. A. F. Chase & Co., agents for Monarch Scales, 215-3d st. So., Minneapolis, Minn.

SCALES WANTED.

SCALES not in use can be sold quickly and at small cost by advertising in our department, "Scales for Sale."

HELP WANTED.

ASSISTANT BOOKKEEPER wanted—Give age, experience and salary wanted. Address Chicago, Box 10, Grain Dealers Journal.

A GOOD MAN wanted, to work in country elevator. State experience, and whether single or married. W. F. Starz & Co., Fowler, Ind.

MAN wanted, to represent feed and grain firm on the road. Must be a man of some experience. Please state age, and salary expected, with references. B. V., box 10, care Grain Dealers Journal, Chicago.

HELP-WANTED advertisements invariably bring twenty times as many replies as any other. If you want help, advertise in The Grain Dealers Journal and you will have a large number of applicants to select from.

MAN wanted to buy grain and hogs. Must speak German. Also second man to work in elevator and lumber yard; chance to work up; German speaking preferred. Address Iowa, box 10, care Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WOULD like a traveling position for good grain and seed house. Territory in Ohio, Ind. and Ill. Or an organizer for grain associations. Will furnish the best of references. Box 35, Antwerp, O.

POSITION wanted with good grain firm as road man and grain buyer or traveling auditor for good line Co. First-class reference. Address O. B., box 10, care Grain Dealers Journal, Chicago.

SITUATION wanted, with grain dealer, by temperate, single man, having had 25 years' experience buying, selling and milling grain, on road and in office. References. Fremont, box 9, care Grain Dealers Journal, Chicago.

SITUATION wanted. Young man, single, in grain or brokerage. First-class accountant and correspondent. Understands freight and financing. Nine years' experience; best of references. Ajax, box 10, care Grain Dealers Journal, Chicago.

A POSITION as business manager in good up-to-date mill or elevator; 15 years' experience in flour and grain trade. Gilt edge references as to character and ability. Southwest territory preferred. Address S. W., box 10, care Grain Dealers Journal, Chicago.

TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

GRAIN DEALERS' EXCHANGE.

The rate for Advertisements in this department is 15 cents per line each insertion.

ENGINES FOR SALE.

NEW ERA 15-h.p. Gasoline Engine for \$300. B. Settergren, 1052 S. Irving-av., Chicago.

SECOND-HAND engines for sale: size one 14x36 and one 18x42. A. F. Chase & Co., Minneapolis, Minn.

TEN-h.p. Milwaukee Gas Engine, in perfect order, for sale. Schulze Baking Co., 452 W. 63d-st., Chicago.

OLDS, 6, 12 and 18 h.p. Gasoline Engines cheap. Can ship at once. G. M. Sloan, 222 E. Washington-st., Chicago.

SECOND-HAND 15-h.p. Standard Oil City Gas Engine for sale; \$300. Write for other sizes. Lammert & Mann, 155-161 S. Jefferson-st., Chicago.

BROWNELL Boiler and Engine. Boiler 35 and engine 33 h.p. Good as new. Can be seen running any day. J. W. McMillen & Son, Van Wert, Ohio.

CHEAP: An almost new Otto 5-h. p. engine. Guarantee it to be as good as new in every respect. We bought 15-h. p. Write Revere Elevator Co., Revere, Minn.

ONE second-hand tubular boiler, 16 ft. by 52 in.; 20-ft. smokestack, 24 in. diam. Price, \$100, f. o. b. cars, Kempton. M. J. Lee & Son, Kempton, Ind.

ONE first-class gasoline engine, 25 h.p., in the best of condition, for sale. Used only about four months. Address Geo. L. Brown & Son, 222 American Bank bldg., Kansas City, Mo.

TEN and 12 h.p. Otto, 12 and 20 h.p. Lewis and 16-h.p. Fairbanks Gasoline Engines, latest style, for sale or exchange; also other makes. A. H. McDonald, 36 W. Randolph-st., Chicago.

CENTER crank engine, 12x16, manufactured by Erie City Iron Works, balanced valve, extended shaft and pillow-block box, in good order, will sell cheap. H. Clark & Son, Arlington, O.

STEAM AND GASOLINE engines for sale; 26, 12 and two 3-h.p. Charter; 17-h.p. New Era; 4-h.p. Racine, and 5-h.p. Fairbanks Gasoline Engines. Steam engines of 15, 35 and 40 h.p., and boilers of 20, 40 and 50 h.p. C. D. Holbrook & Co., Minneapolis, Minn.

FOR SALE—Second-hand gasoline engines, 1 to 50 h.p. Why buy new engines when we sell slightly used and guaranteed at one-half original cost? We have all makes and all sizes. Write us, stating your needs. Price Machinery Co., 507 Great Northern bldg., Chicago, Ill.

ONE 4-h.p. Otto; one 10-h.p. Otto; one 12-h.p. Lambert; one 22-h.p. Fairbanks; one 54-h.p. Fairbanks; one 20-h.p. New Era; one 26-h.p. New Era; one 35-h.p. New Era; one 60-h.p. New Era. I buy, sell or exchange. J. Montgomery Johnston, 216 Lake-st., Chicago, Ill.

ONE 12-h.p. Ideal Balance Valve Horizontal Steam Engine, 7 in. bore, 10 in. stroke, weight 1,800 lbs., complete with lubricators. Price, \$140. One h.p. horizontal steam engine, center crank, 6 in. bore, 8 in. stroke, weight 700 lbs., complete with lubricators. Price, \$100. J. Thompson & Sons Mfg. Co., Beloit, Wis.

ENGINES FOR SALE.

GASOLINE 15-h.p. engine for sale, \$275. Hartley, 43 S. Canal-st., Chicago.

FOR SALE:—Boilers & engines all sizes, \$35.00 up. The Bicknell Hdw. Co., Janesville, Wis.

ENGINES WANTED

GAS or gasoline engine wanted, 12 h.p. Must be a good make and in good condition. Address O. S., box 9, care Grain Dealers Journal, Chicago.

WANTED: Used gasoline engines for grain elevators, 10, 15, 25, 54 h.p. Give particulars. Name lowest cash price. Address Central, box 9, care Grain Dealers Journal, Chicago.

PARTNERS WANTED.

WANTED: man to take 1-3 interest in elevator and manage it. O. Y., box 10, care Grain Dealers Journal, Chicago.

PARTNER wanted, with \$6,000, to engage in the grain business. Address Illinois, box 8, care Grain Dealers Journal, Chicago.

ONE of the best milling and grain plants in Kansas wants a first-class grain man to take an interest in the business and manage the grain department. If you have \$5,000 to invest you are offered a rare opportunity to establish yourself in a permanent and paying business. Prefer a man who can speak Swede. If you don't mean business don't answer. Address M. G., box 8, care Grain Dealers Journal, Chicago.

MISCELLANEOUS.

THE Grainman's Actuary \$1.00 post-paid. Henry Nobbe, Farmersville, Ill.

HAY and straw presses, three alligator, for sale at a sacrifice; one nearly new. Address Charles Kitchin, Elwood, Ind.

CORN CRIB VENTILATORS. Adjustable; fit any crib. Satisfaction guaranteed or no pay. For full particulars write N. S. Beale, Tama, Ia.

GRAIN WANTED.

BUCKWHEAT GRAIN WANTED. Address H. H. Emminga, Golden, Ill.

WANTED: Feed barley, and new No. 2 and No. 3 rye. W. H. Small & Co., Evansville, Ind.

CORN WANTED: 25 or 30 cars. C. J. Wilkerson, Holland, Tex. Member Texas Grain Dealers Association.

BUCKWHEAT wanted, by the car; dry and ready to grind. Quote prices. Patterson & Skinner, Pine River, Wis.

GRAIN FOR SALE.

POP CORN, two cars of the white rice variety, fine quality, for sale. Make cash offer f. o. b. here. Address A. C. Davis, Conklin, Mich.

WHITE WHEAT AND UTAH ALFALFA SEED. When needing white wheat or choice Utah alfalfa seed, write Sam Williamson, Salt Lake City, Utah. Address telegrams "Williamson," Salt Lake City, Utah.

MACHINES WANTED.

WANTED—Grain elevator men who want grain handling machinery of any description, new or second-hand, can get their wants promptly supplied by advertising them in this department.

SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

GRAIN DEALERS JOURNAL
OF CHICAGO.
COSTS 15 CENTS PER LINE.

GRAIN DEALERS JOURNAL
10 PACIFIC AVE., CHICAGO, ILL.

190

Gentlemen:—Enclosed find One (\$1.00) Dollar, for which please send the *Grain Dealers Journal* on the 10th and 25th of each month for one year to

Name.....

Post Office.....

State.....

COMPLETE ELEVATOR OUTFITS.

We are HEADQUARTERS for Buckets, Scoops, Conveyors, Belt-ing and all kinds of Supplies. Send us your Bill for Estimates.

MIDLAND MACHINERY CO.,

309, 3rd St., So.

MINNEAPOLIS, MINN.

Prompt Shipments Guaranteed.

Oats and Barley

Bleached and purified by a new process which increases the market value of these cereals from 5 to 15 cents per bushel.

A. Martin & Co.

32 TRADERS BUILDING.

Opposite Board of Trade, - CHICAGO.

Table of Legal Weights

This table shows the legal weights in pounds per bushel of grain and grain products, etc., as provided for by law. This book is well bound in a strong cloth cover. Price 50 cts. For sale by

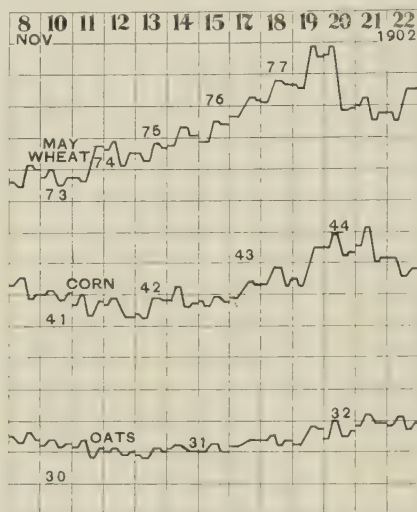
GRAIN DEALERS CO.,

255 La Salle St.

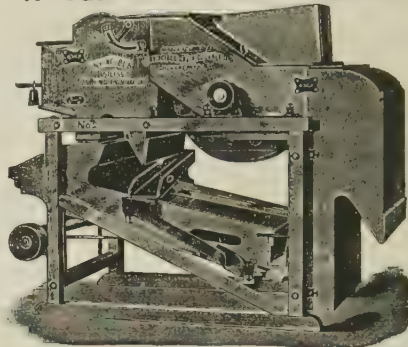
CHICAGO, ILL.

Prices at Chicago.

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for two weeks prior to Nov 24, are given on the chart herewith:

**INVINCIBLE****DOUBLE RECEIVING SEPARATOR**

"A CLEANER THAT CLEANS."



Absolutely Dustless.

Eleven Sizes.

Simple, Durable, Compact, Light-running and Reliable. Can be operated at a minimum expense for power and repairs. Can be used with the most satisfactory results under any and all circumstances where a separator is required.

We manufacture corn and cob separators and cleaners, oat clippers, scourers and cleaners, needle screen gravity separators and spiral belt separators. Send for Catalog.

Invincible Grain Cleaner Company

Invincible Works, Silver Creek, N. Y.

Represented by

W. J. SCOTT, 94 Traders Bldg., Chicago, Ill.

EDW. A. ORDWAY, 512 Exchange Bldg., Kansas City, Mo.

CHAS. H. SCOTT, Nicollet Hotel, Minneapolis, Minn.

J. N. Bacon, Balchorne Block, Indianapolis, Ind.

**HE SAVES MONEY.**

MY DEAR JOHN:

I just got your letter a few moments ago that Just-as-Good & Co. have been around to see you about putting in some special Grain Cleaning Machinery for you.

I know Just-as-Good & Co. pretty well. I put in one of their machines one time about a year ago. It was a fine looking machine—had a trade mark in nine or ten colors painted on it. That Separator was put in my elevator at the guaranteed capacity of 200 bushels an hour. Well, s r, it never came within 70 bushels of it. In three weeks after it was in, it creaked, groaned, wheezed and coughed like a rheumatic man with the asthma. Then I threw it out and got a Monitor.

I suppose you remember Cy Smith who ran the corner grocery at the Cross Roads, in days gone by.

Well, you know Cy decided he would not buy his clothes in a Broadway store where "he had to pay for the gilt letters on the

windows and the brass buttons on the uniform of the boy who opened the door," but he went down to Levi on Barclay Street. Levi ran one of those Just-as-Good stores where you get a \$50 suit, with a pair of suspenders, a silk handkerchief and a pair of pulse warmers thrown in, for \$20.

Cy got a suit that was about four sizes too big for him with the idea that he *might* get fat, and Mrs. Cy spent the last five years of her life altering that suit to meet the contraction and expansion of Cy's figure.

Well, that is the thing you will have to look for in Just-as-Good & Co.'s Grain Cleaning Machinery. It will keep one man busy making it fit things. Take my advice and stick to the fellow who has a good reputation; to the fellow you can bank on; to the fellow who will back up everything he says.

It will pay you best to put in a Monitor Machine.

Yours truly,
SAMUEL WISEMAN.

THE MONITOR LINE INCLUDES:

MONITOR DUSTLESS WAREHOUSE AND ELEVATOR SEPARATOR.

MONITOR DUSTLESS OAT CLIPPER.

MONITOR DUSTLESS WAREHOUSE SMUTTER.

And a full line of Special Grain Cleaning Machinery for any and all kinds of uses.

THE HUNTLEY MFG. CO., Grain Cleaning Machinery for Mills and Elevators, **SILVER CREEK, N. Y.**

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

BY THE

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CHARLES S. CLARK, Manager.

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To Foreign Countries within the Postal Union, postage prepaid, \$1.75 per year.

Advertising Rates

furnished on application. The advertising value of the Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth.

Letters

on subjects of interest to those engaged in the grain trade, and trade news items are always welcome.

CHICAGO, ILL., NOVEMBER 25, 1902

HOT CORN! Yes, lots of it, everywhere! What did you pay for it?

SHIPPERS who insist upon buying new corn as No. 3 will suffer a grievous loss unless they are working on a very wide margin. Comparatively few cars of new corn have graded No. 3.

MILD weather in the winter wheat belt has favored Hessian flies, weevil and other grain destroying pests, but the crop experts have failed to report the last crop destroyed or the next one killed.

DO YOU experience any difficulty in starting your gasoline engine? If so what is the cause of the trouble? Something wrong with the engine or don't you understand it? Let us know your trouble. How do you remedy it?

M'KINNEY, Texas, in its new exchange, which is made up principally of grain dealers, has a new force-yielding power, for the benefit of the grain trade; and the dealers and the officers of that institution are using it.

RAILROAD employes have secured advance in wages without a strike, but the shipping public may desire to go on a strike when the railroad companies hold it up for the amount of the advance and a little more.

A BURNING question with many elevator men is, "Where can we get insurance,—reliable insurance that will be collectable in case of fire?" They no longer stop to ask the price, but insist on having it, regardless of any extortion the stock companies may choose to practice.

COUNTRY shippers who frequently sit and wait for the local freight to come thru and place cars for loading, will bless the man who will devise a small car puller suitable to be operated by the small power plants usually found in country houses.

FARMERS' elevator companies are failing and breaking up so rapidly that one would hardly expect more to be organized, but it seems that every community has at least one man with some spite and no work, so the bucolics are cajoled into "driving the regular dealer out of business."

THE CENTAL as a unit of measure for buying ear corn, continues to gain friends in the Hoosier state, not necessarily because that state has a 68-pound ear-corn law, but because the dealers find it so much more satisfactory. The latest to adopt this unit of measure are the Madison County dealers.

THE Arbitration Committee of the Grain Dealers National Association will meet in Chicago Dec. 2 to consider cases referred to it. This method of settling differences continues to gain favor with all members of the trade who are disposed to deal fairly.

GASOLINE should never be stored in the elevator, and when it is leaks in the tank should not be sought with lighted matches. True, several elevator men without eyes and others without hair on their heads can bear convincing witness to the effectiveness of this plan of detecting leaks, but it is accompanied with frightful dangers.

AGRICULTURAL statisticians are very much wrought up over the marked discrepancies between the figures of the statisticians of the Agricultural Department and the Census Bureau. The Committee of the National Board of Trade has pointed out that the acreage credited to many counties by the Census Bureau is more than their area. Evidently the Census Bureau is wasting a lot of time and money.

A NEBRASKA scooper is charged with having adopted an original and unique way of disposing of competition of the regular elevator men, his plan being to set their elevators on fire and let 'em burn. Such action, however, did not meet with the approval of the regular elevator men or of the citizens of the district. Consequently, the alleged incendiary is now meditating over his methods in durance vile.

THE RULES Committee of the Chicago Board of Trade, as stated elsewhere, has reported a new rule governing the time of shipment of grain, but as yet it has not been adopted by the Board. Uniformity in such rules is of prime importance, and surely their ef-

fectiveness would be greatly increased if all rules bearing on this question could be exactly alike. Variation results in confusion, error, disputes and differences.

READERS will confer a great favor if they will give us their views on inquiries published in our "Asked and Answered" column. Simple though they may seem to some, to others the question may appear quite involved. In this number a shipper of experience asks whether the market difference day of shipment or day of arrival shall govern the settlement price for grain that does not come up to contract grade. What do you say?

CONGRESSMAN DALZELL, of Pittsburg, who now seeks the Speakership of the House of Representatives, is given more credit for the litigation favorable to bucket shops, secured at the last session of Congress, than any other member of either house. This gentleman was one of the representatives of the Lower House on the Conference Committee, and forced the Senate representatives to give in. A man whose experience is so narrow as to prevent him from discriminating between regular exchange and bucket-shop transactions is hardly a fit man for the position of Speakership.

THE MURDER of a Chicago policeman who detected a yardman stealing from cars, serves to emphasize the necessity of keeping a record of car seals, in order that such stealing may be more promptly and quickly detected. Cars are guarded more carefully now than for years past, which is due, in a measure to the work of the Chicago Weighing Department, and the influence of the Grain Dealers National Association. However, there are still many opportunities for stealing grain from cars without detection. No doubt thieves will take advantage of these opportunities as long as they exist.

ILLINOIS politicians are still making a bluff of weighing grain in elevators at East St. Louis, but they have not succeeded in driving the Merchants' Exchange weighmen out of all east-side elevators, neither have they succeeded in installing their own weighmen in all of the elevators on the Illinois side. Despite all their blow and bluster, they have never had state weighmen in McReynolds' "C" House, nor in the Belt Elevator, both of which use Merchants' Exchange weighmen. The Advance and Venice are against the Merchants Exchange Bureau. The Union admits weighmen of both departments, while Montgomery "B" and the East St. Louis Elevator have Illinois State Weighmen regularly, but admit Merchants Exchange Weighmen, who have written or-

ders to weigh special cars. St. Louis needs relief from many kinds of unreliable weights, but will not get it until the trade firmly demands the establishment of a strong weighing department, which shall have authority in every house, and will conduct the business carefully and systematically.

GRAIN registration duties have increased the income of the British government far in excess of expectations, and that too, without making a sufficient difference in the cost of bread to arouse the opposition of the populace. Hence, there is a disposition in some quarters to retain these duties on grain and flour. For a time it looked very much as though these duties were established for the prime purpose of providing an opportunity to discriminate in favor of grain from British Provinces in the different parts of the world; but the conference failed to agree to any satisfactory plan of reciprocal trade duties, hence the matter was dropped, but the registration duties remain.

RAIL CARRIERS have more freight offered than they can possibly handle, and for a week the Pennsylvania refused to accept any freight in the Pittsburgh district, where the congestion was the worst. Complaints of car shortage come from all parts of the country, and business of all kinds seems greatly handicapped by the inability of the railroads to transport freight. Rolling stock, as well as motive power, is scarce, and altho comparatively little grain is moving freight in abundance is offered. Even the weaker lines are getting all the freight they can handle. Above the noise of the great confusion is heard the holler of the shipper who has sold for ten days' shipment, but "cannot get cars."

MINNESOTA courts, are, by their decisions, forcing the receivers to investigate as to who has title to grain consigned to them for sale. The decisions will, no doubt, make receivers more careful and less likely to accept shipments from scoopers, which will in the end work a benefit to the regular elevator operators, who have capital invested and are known to be responsible. The Minnesota Supreme Court has recently granted a decision in the case of C. J. Johnson vs. Martin & Wyman, formerly a receiving house of Minneapolis. This case, which was decided the same way in the lower court, was an action for conversion brought against the receivers by the true owner of the grain, which had been shipped to Martin & Wyman by a person to whom the receivers remitted the proceeds of the sale less the expense and commission. Such laws and decisions will prompt country tricksters to collect twice from any receiver who will honor their drafts. In fact the decisions invite

such trickery. Injustice of this character is sure to force receivers to be more careful in selecting their trade.

SPECULATORS who seek to shirk the responsibilities of their dealings on legitimate exchanges by denouncing the transactions as gambling, have received another set-back in the decision recently awarded George H. Phillips, of Chicago, in a case brought to recover a loss of over \$20,000 in a purchase made for J. O. Baird, of Galesburg, Ill. The principle has been laid down by the courts of nearly every state of the Union, that if any man contracts to buy or sell on a regular organized exchange where deliveries are actually made, then he is in every case responsible for any losses resulting from the consummation of his contract. The coward who deserts his commission man when a loss stares him in the face receives no mercy at the hands of any fair-minded judge. The only sure way to avoid the necessity of paying losses in option deals is not to make them.

CHICAGO grain shippers will make another effort this week to obtain relief from irregular practices by Southeastern buyers. It will no doubt take up work similar to that attempted by the Southern Grain Association, which did not succeed in accomplishing its purpose, principally because shippers did not abide by their agreements to insist on Southeastern buyers respecting the rules of the Association, which were followed, without agreement, in other sections of the country. Many Southeastern buyers are averse to all reforms. Their old plan of paying the draft after they have sold the grain and collected their money, suits them very well, and the bankers seem to be willing to trust them for the grain. The bankers of the Southeast need reforming as much as the grain dealers in this regard. In fact, they are almost entirely to blame, for, without willingness on their part, the buyers could not get the grain until the drafts were paid. The work of placing this trade on a safer and more satisfactory basis, however, must have a beginning somewhere. If two or three movements would fail, they would but serve to emphasize the need of concerted action by the shippers. The work could be carried on much more advantageously through the Grain Dealers National Association than through any independent organization. The influence of numbers in such matters is certain to insure a greater measure of success. Recently the National Association has been canvassing the Southeastern trade, in hope of interesting the buyers in association work, and in their own trade conditions. The success of the move at this time seems somewhat doubtful.

MARGINS are growing less and both shippers and buyers are becoming more exacting in the matter of full weight. At the Ohio meeting last month, the dealers agreed to guarantee their weights to within one-half of one per cent. This has resulted in Eastern interior buyers weighing with greater care in hope of making every car hold out. It would seem right that weights should be guaranteed absolutely. If any loss occurs in transit, then the carrier is responsible for it. Of course, there is always a natural shrinkage in loading grain into and out of a car. In fact, it has been stated quite frequently by men of experience that it is impossible to place 50,000 pounds into a car and immediately remove that amount in full. The shrinkage in handling, loss by dust arising from the grain, of course is not large, but it amounts to something. In Milwaukee the proprietors of an elevator requested that they be permitted to take 30 pounds from each car of grain to make good any future shrinkage. In support of their request, they stated that the Minnesota Warehouse Commission permitted Minneapolis elevators to take such a discount. The directors of the Milwaukee Chamber of Commerce, however, were very careful not to give away what did not belong to them. The principle of taking any grain from a car for possible future shrinkage is wrong. Every one will admit that grain must shrink in the handling and storing, but that shrinkage should not be borne by the man who happened to own it when it was unloaded into the elevator. The man who owns the grain when the shrinkage occurs, is the one who should stand the loss. It would be fair and right that the elevator operators should deliver grain on a storage certificate, less a certain percentage for each month the certificate had been outstanding. This would protect them from any grievous loss due to shrinkage and place it on the man who owned the grain.

Kirwan Bros.' Crop Report.

The Kirwan Bros.' Grain Co., of Baltimore, Md., sent to the grain dealers of Ohio, Indiana and Illinois a special letter of inquiry respecting the corn crop.

Rain damaged corn more in Ohio than in Indiana and least of all in Illinois.

Corn improved very much in condition during the last ten days of October.

The majority of the dealers incline to the opinion that the movement will not be heavy on the basis of prices now current.

The yield of corn is large, larger than in ordinary years, and the acreage was about the average.

A gasoline engine throttle is said to have been invented by a Des Moines man.

Cobs are advertised for sale in the local papers by some western elevators. Coal strike is responsible.

LETTERS FROM THE TRADE

A CORRECTION.

Grain Dealers Journal: I notice in the issue of Nov. 10 a statement, which while on the face of it everyone should know that it was a misstatement, yet I feel that it should be corrected.

In the first place, the British miller would never pay 3 cents a bushel more for Duluth wheat than he would for Manitoba's, if as stated, and correctly, the quality of Manitoba's was better, and for this reason anyone conversant with the trade would realize that the statement was incorrect.

My letters of recent date quote Manitoba One Northern 1½d to 3d per quarter more than One Northern Duluth. It will therefore be realized that Manitoba wheat is selling on its merits and selling above Duluth's. Yours truly, H. D. Metcalfe, Montreal, Que.

THE 1902 CORN CROP AND HOW TO HANDLE IT.

Grain Dealers Journal: The colossal corn crop, which has been estimated by the government statistician at 2,542,516,000, is beginning to move, and naturally complaints of hot corn are already of frequent occurrence. The trouble is the elevator men are not prepared to handle the crop. It is so inferior and so much of it is unmerchantable that many country shippers are completely discouraged by the prospect. This is uncalled for.

There are so many methods of preserving and improving the different kinds of grain that it seems criminal to permit large quantities of it to go to waste. Surely, unless more active steps are taken to care for the soft corn, much of it will spoil and never be fit for shipping. A large quantity will surely be fed to stock and never taken from the farms; in fact, much of it is so soft as not to be in condition to take to market. It has been predicted that we are to have an open winter. Should this be true, much more corn will spoil than now seems possible.

To lose our corn crop would surely be a national calamity. Yet it will not spoil on our hands and become worthless if the elevator men are alive to their opportunities. Europe, no doubt, will take 200,000,000 bushels, if we can put it in condition to bear shipment, but unless we do so, the services of the elevator men and the grain carriers will not be needed. Corn must be put in good condition before shipment if we expect it to arrive at foreign ports sound and sweet.

Drying, screening and cleaning grain needs to be encouraged. It should be looked upon as a meritorious and national industry. The more men engaged in carrying on this work the greater improvement may we expect in our grain, and the greater appreciation in the market value of our farm products. The farmers and the country at large will profit by careful work of this character.

I have been asked, will it pay to dry corn this year? If any one thinks that the loss by shrinkage will more than offset the cost of drying they have much to learn. In view of the large amount of damp corn in all sections of the corn belt, something must be done quick or much corn will be spoiled, even though it be placed in cribs. Drying by the old-time method has long since been branded as entirely too slow to be practicable. Up-to-date methods require more rapid handling

and quicker results, and, if the elevator men are to save this year's corn crop, they must provide means to do quick work. A frostless winter is likely to result in a cornless spring.—A. Martin, Chicago.

VENTILATION NOT NEEDED.

Grain Dealers Journal: While so much is being said about ventilation and ventilating corn cribs I want to have my say. I differ with all that has been said. For all time corn cribs have been built by leaving spaces between the boards to let the air circulate, and many, myself included, have put in ventilators through the center of the crib. This is all nonsense.

If I were building a hundred cribs I should make them with ship lap for siding placed as close together as I would for oats. The whole secret of keeping corn is to keep the water out, and if you have a good roof and the sides so tight that rain or snow is excluded, you need not fear but that corn will keep.

In the year of 1896 we had more soft corn than we have this year, because the crop was larger. I had the looking after of 1,400,000 bushels of soft corn cribbed by Chas. Counselman & Co. It was part of my work to examine the corn and see whether it was keeping or going to be a total loss or not. They had corn in ordinary cribs and at some stations oat houses had been filled. Well, to cut my story short, the corn in tight, non-ventilated oat houses came out in much better condition than that from the corn cribs, although they spent hundreds of dollars putting in ventilators. Of course the fewer husks and silks in a crib the better.—J. S. Blasdel, Ayrshire, Ia.

CRITICISM OF NATIONAL ASSOCIATION CONVENTIONS.

Grain Dealers Journal: I read with much interest a communication in your issue of October 10 signed G. R. B. suggesting a change in the program of the annual meeting of the Grain Dealers National Association.

I attended the last two meetings and cannot feel that the majority of the members present or the grain trade of the country at large were greatly benefited by the proceedings or result. It is true the addresses made on these occasions were interesting and instructive, but the fact that they occupied nearly all the time of the convention, and were afterwards printed in full, deprived them of much of their original value.

It seems to me that the thing wanted in these conventions is vitality—expressions and opinions from the various sections of the country, setting forth existing facts. If there are any complaints, let them be made and if found worthy, let measures be taken to remedy them. As an instance, the receivers at the seaboard have suffered more during the past six months than ever before by delay in transportation. As that directly or indirectly affects every shipper east of the Mississippi Valley, they should have united in a vigorous effort to improve the situation.

Why should it not be advisable to appoint a committee on resolutions, representing every part of the country from which delegates have been sent, at the opening session? Let all resolutions be referred to them with instructions to report them at the next session.

Then the members would have an opportunity to hear and discuss them intelligently and I believe the results would be

practical and not, as now, more or less theoretical.

I agree with G. R. B. that the social features of these gatherings are very pleasant, but it is a question if those who travel thousands of miles to attend the convention at a material expense and loss of time are sufficiently recompensed by the work that is accomplished. Very respectfully, S. C. Woolman, Philadelphia, Pa.

WISCONSIN NEEDS AN ORGANIZATION.

Grain Dealers Journal: I would like to know why the grain trade of Wisconsin is so very far behind the trade of adjoining states, where we find the regular dealers organized for the promotion and protection of common interests. Wherever I go about the state, I find much pulling and hauling between the buyers, which impresses me as being an extremely silly and short-sighted policy. The grain business of this state would seem to be of sufficient importance to warrant the dealers in coming to an understanding amongst themselves. The examples of dealers in adjoining states ought, of itself, to encourage them to get together. But I presume they need an exhorter to arouse them from their lethargy.

The day for bucking and fighting is past. To stay in the business and make a living profit these days of small margins, it is essential that dealers arrive at some understanding. Constant turmoil cannot help but result in trouble and loss for each of them.

I have heard that the state already has an association, but in my travels I am not able to discover any evidence of its work.

I hope that this contribution will be deemed of sufficient importance to gain publication and draw out the opinions of others who know of the existing unsatisfactory conditions in our state.—Very respectfully, W. S. G.

ORGANIZING THE SOUTHEASTERN TRADE.

Grain Dealers Journal: What has become of the effort to organize and reform the traders of the Southeast, which was satirized at Peoria last month, with so much enthusiasm, with such bright prospects for the early attainment of the object sought? Is it for lack of a leader, or are those to whom the work was entrusted too much absorbed or occupied with their own affairs? If such is the case, in justice to the rest of the trade, they should resign and make place for men who will carry out the desires and wishes of every one who attended the preliminary meeting at Peoria Oct. 2nd.

Some maintain, and with considerable show of reason, that it is not worth while to make an effort to organize the Southern buyers until all shippers who sell to these buyers are bound by an iron-clad agreement to abide by some fixed rules in dealing with these same southeastern buyers. The majority of the buyers of the Southeast are profiting by the present lax methods of conducting the business, hence are not likely to enter any objection. They have nothing to gain by a change, or at least they seem to think so. They have lived under the existing conditions and methods of conducting the business so long that they have become accustomed to them, and are loathe to exert themselves in behalf of reform. The real work for evolving a revolution in the methods of the shipping business of the Southeast

must be carried out by the sellers. They are the ones who lose the most; they are the ones who are most interested; they are the ones who are the most persistent in seeking these reforms. The brokers and shippers in every market tributary to the Southeast are directly interested in this question. If they are not disposed to take up the work in earnest, I doubt very much that the buyers of the Southeast will take the initiative.

It has been the history of all association work that the move for organization was started, not for the purpose of reforming the methods and practices of the organizers, but of those with whom they do business.

I sincerely hope that something will come out of the move inaugurated at Peoria, but more vigorous work must be conducted than has yet appeared if results are to be attained.

Hoping that others who are directly interested in this question will take up the agitation, I am, Very respectfully, B. R. N.

ASKED AND ANSWERED

INCORPORATION?

Grain Dealers Journal: Is it necessary for a company to be incorporated in every state in which it maintains an office? For instance, we have our headquarters and home office and operate elevators in three other states.—F. M. P.

CRITICISM OF FORM.

Grain Dealers Journal: Criticism of form of contract as presented in your issue of the 10th inst. being asked for, I undertake to point out a few weak points that occur to me on first glance.

I will take up first the instrument evidencing the seller's agreement.

(1) In the buyer's attempt to hold the seller to a difference between contract and market price in case seller shall deliver an inferior or damaged article, by stipulating in the contract that "market difference at which said grain was selling under the grain contracted, shall be deducted from the contract price," a stipulation is inserted by which nothing is gained and under certain circumstances much might be lost.

Without this stipulation the law would give for a breach of the contract in delivering an inferior and damaged article damages assessed on the same basis as provided for in the stipulation. Nothing is gained by inserting in a contract of sale a provision to the effect that the seller will allow in case of a breach on his part a discount equal to an amount recoverable in law against him for a breach of his contract.

On the other hand, having agreed that the discount is to be limited to the difference between the contract price and the market price the buyer would be the loser in certain well-known cases where the law would otherwise allow a greater discount.

There is not time to go into all such cases, but sufficient to say that a well-known instance is pointed out in *Carpen-ter v. First National Bank of Joliet*, 119 Ill. 352, and referred to under an article "What Discount Is Right" published in this issue. This is not a stipulation for liquidated damages, but rather a provision drawn that adds nothing, and would in some instances subtract from buyer's interest.

(2) The next stipulation in the contract by which the seller "certifies grain in his possession is free of judgments and incumbrances, including landlord's lien," is not so important as might seem at first sight, for without such stipulation the law raises an implied warranty of title which would provide for such cases as are specified in the stipulation. *Morris v. Thompson*, 85, Ill. 116.

(3) The provisions by which the seller "confirms" the above contract are quite ineffectual in law. A party to a contract does not obligate himself by saying certain confirmatory words. It is the law, not the contracting party, that makes an obligation binding. One does not make certain conditions and stipulations otherwise unenforceable at law binding by saying, "I confirm the above."

(4) The same criticism made under (2) can be made to the clause by which the seller agrees "to pay all damages in case of failure to deliver said grain." What advantage can the vague and indefinite expression "pay all damages" secure to the buyer in a contract like this? Whereas, in many cases it might work no harm to the party intended to benefit by the language, it can be laid down as a general rule that a party to a conveyance, or a contract never gains any advantage by using vague, indefinite, inartistic and meaningless phrases. Indeed, it is a well-settled law that in construing a contract it is proper to reject meaningless phrases. *Holtz vs. Bollman Brothers*, 47 App. 378. A contract at least ought to be drawn in such a way that the party intending to benefit by the language used will not be put at a disadvantage by the court subsequently throwing out and rejecting some of the phrases by which the party anticipated benefit.

By the foregoing it is not meant that a careful buyer in drawing up a skeleton contract will leave everything for the law to imply. Indeed, he cannot be too careful in his specifications as to damages, discount, etc., in case of breach by the seller, but he must be equally cautious in guarding against the use of meaningless and vague expressions.

I shall now consider briefly the buyer's agreement.

(1) The buyer starts out by saying, "This is to certify that — have this day bought." This is not true in law, for the sale is not an executed sale, but only a contract or agreement to sell, or what is known as an executory contract of sale.

(2) The buyer further sets out that this grain is bought at "buyer's option." How can a thing be bought at "buyer's option"? Plainly he has not said this. Then, too, it must be remembered that different instruments evidencing an agreement are and construed as one. *Wilson v. Roots*, 119 Ill. 384, *Gardt v. Brown*, 113 Ill. 478. There is nothing in the seller's agreement that he is selling at the buyer's option, and it must not be thought that by slipping these words "at buyer's option" into the instrument evidencing the buyer's agreement, that the court is thereby precluded from finding from both instruments that the sale was not "at buyer's option."

(3) The last clause in reference to the discount in case of the delivery of damaged grain has already been criticised.

The entire contract is inartificially drawn and if executed and put in evidence in court would necessarily raise troublesome questions. Without these home-made instruments attorneys would

find much of their occupation gone. They will be used, however, until business men find by expensive experience that words have certain definite legal meanings unknown and unappreciated by the average layman. And when that fact is discovered they will blame the courts and counsel who try to bring order and sense out of confusion, uncertainty, ambiguity and awkwardness.—*Mitchell D. Follansbee*, 205 La Salle street, Chicago.

MARKET FOR HUSKS?

Grain Dealers Journal: Will some reader of the Journal kindly tell us thru its columns where we can find a market for corn husks. We expect to have quite a large quantity of husks from corn we are buying in Missouri. *Richardson & Co.*, Chicago.

HAS TROUBLE STARTING ENGINE.

Grain Dealers Journal: For some reason we are not always able to start our gasoline engine when we want power, and we wish to know if there is a machine made to start gasoline engines? *M. & Co.*

[Ans.—We do not know of any device of this character being offered for sale, but on page 83, Vol. V, No. 3, of the Grain Dealers Journal you will find a description of a home-made device which anyone is welcome to use.]

TO KILL WEEVIL?

Grain Dealers Journal: Some time ago we noted that an effective remedy for killing weevils had been discovered. We have forgotten the name of the party. It appeared in the Journal.—*Oklahoma*.

Ans.: Hydrocyanic acid gas is the remedy. It was described in the Journal Sept. 10, page 243. Directions for use are given by *Col. W. L. Barnum*, secretary *Millers National Insurance Co.*, Chicago.

DISCOUNT ON OFF GRADES?

Grain Dealers Journal: The last week of July and during the month of August I sold a broker in Ohio several cars of oats, and he in turn had his broker sell them. On arrival two cars of them went No. 2 mixed, inspected by the Philadelphia inspector at South Camden, Sept. 5 and 8.

Should I be charged the difference between No. 2 mixed, and cool and sweet white oats (as they were sold) the day they were sold by me, or the day they arrived at their destination?—*Muskingum*.

Ans.: The buyer is not bound by his contract to accept anything but the grain he contracts for. However, the custom has become established in the grain trade that, for the protection and accommodation of the seller, the buyer nominally accepts the grain at the ruling market price, and buys in the grade he needs to fill his own contracts, thereby saving the shipper a lot of trouble and worry, as well as protecting his own contracts. Postal cards bids generally stipulate that off-grade grain is to be applied on contract at the market difference day of arrival. It would be very difficult to prove the grade of grain day of sale. Altho it might have been No. 1 the day it was shipped or sold, this would not make any difference to the buyer, as its condition might justify its being graded rejected upon arrival at destination. If it were low grade day of sale and buyer did not learn that fact until three or four weeks later he could not often protect his own contracts at prices ruling day of sale.

In fairness to both parties market difference day of arrival is the only one to be considered.

WHAT DISCOUNT IS RIGHT?

Grain Dealers Journal: In answer to the question above stated in the Grain Dealers Journal of the 10th inst. I would say that whether track buyer could justifiably claim the 11-cent discount depends upon whether or not the shipper knew that the grain bargained for was to fulfill this particular contract of resale by the track buyer to the Philadelphia firm and was shipped with view of fulfilling such contract.

The rule is well stated in *Carpenter vs. First National Bank of Joliet*, 119 Ill., 352, where the court says: "Where grain sold proves not to be of the quality bargained for the general rule is that the purchaser is entitled to recover the difference between the contract price and the value of the article in the market at the time and place of delivery.

This rule, however, is changed when the vendor knows that the purchaser has an existing contract for a resale at an advanced price and that the purchase is made to fulfill such contract and the vendor agrees to supply the article to enable him to fulfill the same.

In such case the profits which would accrue to the buyer upon fulfilling his contract of resale may justly be said to have entered into the contemplation of the parties in making the contract."

The same is laid down in *Thorn vs. McVeagh*, 75 Ill., 81, and this is undoubtedly law everywhere.

In this case then, whether or not more than 3½ cents discount is justifiable, all comes down to a question of fact of whether the shipper knew of the buyer's existing contract of resale and whether he sold this particular grain to the buyer to enable him to fulfill this particular contract with the Philadelphia firm.

I should say from the statement of facts that such was not the case and that 3½ cents was all the discount the track buyer is entitled to under the rule of law laid down in the cases above cited.

Obviously, it would be gross injustice to make the shipper stand the loss of a general decline in the markets since the date of making the contract with the Philadelphia firm, when he knew nothing of that contract nor agreed to supply the grain for the sole purpose of fulfilling this particular contract.—*Mitchell D. Follansbee*, 205 La Salle street, Chicago.

Baltimore dealers are expressing regret that Chicago corn grades were not lowered.

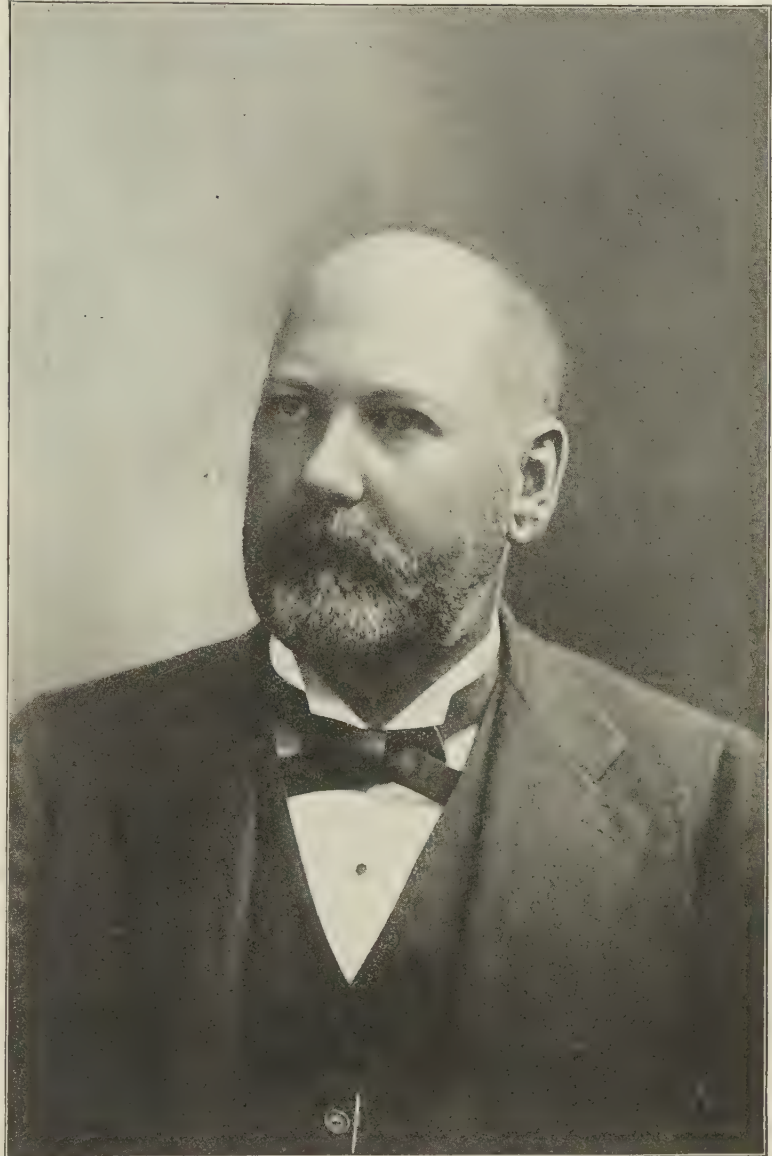
Corn oil manufacturers veil their processes with secrecy. Not because the oil is difficult of extraction, for it is not. Some processes of extraction introduce impurities into the oil or leave the valuable by-product, corn oil cake, in a less desirable condition. Those manufacturers who, by expensive experiment, have solved one or both of these problems are loth to give their processes to the public.

Geo. H. Phillips writes: It is beyond comprehension why any conservative commission house should want to advise its customers to take such chances as they must in trading in December corn, even though it may be right, and why anyone should think of tailing on to a deal that is bereft of all legitimacy, when an opportunity exists like the present to buy wheat at 10c to 20c a bushel below its legitimate value.

Death of L. R. Brooks.

While engaged in a game of chess at the West hotel, where he was temporarily residing, Lester R. Brooks, on the evening of Nov. 11, was stricken with apoplexy, and expired in a few minutes.

Minn., managing the financial end of the Brooks Bros.' extensive grain interests. The firm operated 35 elevators on the Great Northern and Northern Pacific roads in Minnesota and North Dakota, but disposed of the major part of its interests about five years ago to invest in the lumber trade, in which he and his



L. R. Brooks, Minneapolis, Minn.

For two months rheumatism had had him in its grip and he had removed to the hotel for treatment. As he was in good spirits that evening his death was unexpected.

Since he entered his father's office in the grain elevator at Minneiska, Minn., in 1862, Mr. Brooks has always been identified with the grain business. His father removed from Oswego county, New York, when Lester was nine years of age, and engaged in the grain business at Minneiska. The firm of Brooks Bros. was formed in 1873 to continue the business, and a year later Lester removed to the near-by city of Winona, to become cashier of the Second National Bank.

Mr. Brooks organized the Winona Mill Co. in 1880, which built a 2,000-barrel mill, and was very successful during the five years that he was connected with it. Since 1884 he has resided at Minneapolis,

brothers, Dwight F. and Anson S. amassed great wealth.

For a number of years Mr. Brooks was president of the St. Anthony Elevator Co., up to a few months since vice-president of the Globe Elevator Co., and until recently president and vice-president respectively of the Brooks-Griffiths Co., of Minneapolis, and the Ames-Brooks Co., of Duluth, widely known as grain receivers and shippers. He was twice elected president of the Minneapolis Chamber of Commerce.

Mr. Brooks was unassuming, a deep student of affairs and possessed great force of character. He was one of the most efficient officers the Chamber of Commerce ever had; and during the past two years, as chairman of the construction committee, had much to do with the erection of the handsome new building just completed by the Chamber.

Decision of Arbitration Committee of the Indiana Grain Dealers Association.

The H. L. Halliday Milling Co., of Cairo, Ill., plaintiffs, vs. Johnson & Son, of Goshen, Ind., defendants.

On Nov. 25th, 1901, plaintiffs bought two cars of No. 2 oats from defendants at 45c delivered Cairo, 10 days shipment. Nov. 29th defendants state that they are having trouble in securing cars and ask for an extension of time on this contract. Plaintiffs granted an extension of 10 days. At the end of this time the defendants had not completed shipment of their contract, but the same was held open by both plaintiffs and defendants on the promise of shipment as soon as possible.

On Jan. 7th, 1902, plaintiffs purchased one car of No. 3 oats from defendants at 48c delivered Cairo, 10 days shipment.

On Jan. 8th defendants made invoice for Illinois Central car No. 14221 at 48c per bushel and drew on plaintiffs for the amount of the same, with bill of lading attached, less the freight. Plaintiff paid the draft on this car and invoice, but applied it on the contract of Nov. 26th at 45c delivered and asked defendants to mail them exchange to cover difference and forward the cars still due on the November contract. Defendants replied stating that they were aware that there were two cars of oats sold the plaintiffs on Nov. 25th and that they had been ordered forward asking them to accept the car they had shipped on the present contract and they would ship the other two cars at the earliest possible date. The car that was shipped was, by error in not routing the bill of lading properly, delayed, finally located at Ancona and could not be located in Cairo until considerable demurrage had accrued.

Jan. 21st plaintiffs asked defendants if they should close contract for Nov. 25th (one car 45c) and Jan. 7th (one car 48c), charging them (defendants) with the market difference. Defendants replied that they thought at present prices it should be satisfactory with plaintiffs to cancel the sale, as markets were lower than at the time it was made.

Plaintiffs wired defendants on Jan. 25th as follows: "We cancel contracts one car at 45c and one at 48c." Defendants replied that they had canceled the contract for the car of oats at 45c but did not understand what they meant by the 48c sale, as they had nothing open at that price. Contending that car No. 14221 filled the 48c contract.

Considerable correspondence passed between plaintiffs and defendants in regard to these contracts until on Feb. 14th plaintiffs wrote defendants that car No. 14221 had not yet arrived and the railroad company had no record of it; advising that they had made draft in full on defendants for the amount of defendants draft and invoice that they had protected and could not permit application of that car on the 48c contract, and as the defendants refused to accept settlement on 45c contract they had no other recourse than to refuse the car and cancel all contracts.

Car afterward arrived on Feb. 20th and was handled by the plaintiffs on consignment, the market price the day of arrival being 45c per bushel. Plaintiffs made draft on defendants for the difference between invoice above referred to and account sales, which draft was allowed to go to protest. After considerable corre-

spondence plaintiffs and defendants were unable to settle and the entire matter was placed before the Arbitration Committee of the Indiana Grain Dealers Association for their decision and award, which is as follows:



Robt. Watke, Farwell, Neb.

Chicago, Ill., Oct. 24th, 1902.

We, the Arbitrating Committee of the Indiana Grain Dealers Association, consisting of W. T. McCray, A. E. Reynolds and Geo. R. Hoopes, have carefully examined all papers presented by the H. L. Halliday Milling Company, of Cairo, Ill., as plaintiffs, and Johnson & Son, of Goshen, Ind., as defendants, pertaining to the case presented for our award and decision, find as follows:

That the action of the H. L. Halliday Milling Company, in applying Illinois Central Car No. 14221 on sale November 25th, 1901, at 45c delivered Cairo, Ill., is proper and justifiable under existing trade rules and business custom, and award the plaintiffs, The H. L. Halliday Milling Company, the full amount of their claim.

(Signed)

Warren T. McCray,
A. E. Reynolds,
Geo. R. Hoopes,

Committee.

The Committee was duly sworn, and attested to by

(Signed) S. B. Sampson,
Clerk of Arbitrating Committee.

Country dealers cannot afford to pay fancy prices for new corn with the St. Louis and Kansas City markets selling at 37 to 39 cents for the December future. Fifty cents at Chicago means nothing except to manipulators.

Hemp amounting to 66,529 tons was exported from the Philippine Islands during the seven months ending Feb. 1, as reported by the War Department; while for the corresponding months of 1900-1901, exports amounted to 52,701 tons.

Canada imports a fairly large quantity of breadstuffs, such as arrowroot, rice, corn, wheat flour, etc., though they do not contribute largely to the revenue, being almost entirely free. In 1902 these importations fell to \$4,287,727, being a decrease of \$3,782,769 from 1901, entirely in corn from the United States. This is explained by the fact of Canada having had unusually good crops.

Elevators Set on Fire by a Scoop-Shovel Man. [7]

Shortly after 10 o'clock on the night of Nov. 6 fire was discovered in the elevator of the Jaques Grain Co., at Ash-ton, Neb. Citizens who came running in response to the alarm found that fire had been started in the Taylor Elevator near by, and also discovered in the heavy frost that lay on the ground the tracks of a buggy leading out of town.

Evidences of incendiary origin being conclusive the operator in the B. & M. depot wired to Lincoln for detectives, who started at once on a special train. On arrival the trail was followed by the aid of two bloodhounds over the country roads a distance of ten miles to the house of Robert Watke, at Farwell.

By chance the railroad agent at Farwell happened to be in hearing when the Lincoln detectives were wired for aid, and at once suspected Watke. Acting on his own suspicions he sent a posse of men to watch Watke's home, and when Watke drove up at 12:30 and unhitched his team they were waiting for him. When one of the watchers said, "Well, you did a good job that time, Watke," the latter was so frightened that he left his team harnessed and fled, taking to the woods.

When the three detectives who had followed the trail reached the house their bird was nowhere to be found. The country was scoured. The suspected territory narrowed down to the vicinity of his father-in-law's residence. When Watke came down from the straw stack, in which he had been hiding, to eat breakfast, one morning, four days later, the detectives seized him.

Watke's father and relatives refused to help him. He was taken to Farwell, and thence to Loup City, where he had a preliminary hearing Nov. 22. Failing to obtain the \$5,000 bail required by the court the alleged incendiary will have to languish in jail until the district court meets in December.

The photograph of Watke, which is reproduced herewith, although taken several years ago, is a good picture of him. Now his hair is long and curly. Watke belonged to that irresponsible class of parasites on the grain trade known as scoop-shovel shippers. He loaded cars with the shovel at Farwell, and was insanely envious of the regular dealers who had elevators at near-by stations. Incendiary fires have occurred in the elevators at Farwell and Warsaw, and the finger of suspicion points his way. He had threatened to get even with the regular dealers.

Order of Commission on Hay Classification.

In the case of the National Hay Association against the Lake Shore & Michigan Southern Railroad Co., the Interstate Commerce Commission, which recently decided in favor of the hay shippers, has ordered that the railroads, on or before Dec. 1, cease to classify hay and straw in carloads from sixth to fifth class, such advance in classification and rates having been found to be unlawful.

Notice embodying the order has been sent to each of the companies, together with a copy of the report and opinion of the Commission.

Dust heaps in the elevator invite loss by fire.

SEEDS.

Shipments of clover seed are largest in spring, when the seed is wanted for sowing.

The Younkerman Seed Co., Council Bluffs, Ia., contemplates erecting a large warehouse for storage, basket factory and cooper shop.

Chas. H. Thaden has petitioned the court for the appointment of a receiver for the Atlanta Seed Co., Atlanta, Ga., in which he is a partner of Geo. W. Stewart. The liabilities are \$1,587 and the assets \$400.

The flax and timothy seed imported into the Philippine Islands during the ten months ending May 1, 1902, amounted to 22,492 pounds, compared with 662 pounds imported during the corresponding months of 1900-1, as reported by the War Department.

The clover seed exported from New York during the week ending Nov. 22 amounted to 7,126 bags; compared with 4,400 bags exported the preceding week and 2,587 bags during the corresponding week of last year. During the same period 6,400 bags of timothy seed were exported.

C. A. King & Co.: Michigan is a very irregular clover seed producer. Years ago they raised considerable. In 1897 they, like most other clover seed producers, had their largest crop. It was 414,000 bushels. The next year they had only 86,000 and were down to 66,000 in 1899, but up again in 1900 to 181,000 bushels.

Alfalfa is a native of western Asia, was early taken to southern Europe and thence by the Spaniards to South America. From Chili it was taken to California, and has been sown in many western states. A variety imported recently from Asia by the Department of Agriculture is expected to prove valuable in the northwest.

Whitney-Eckstein Seed Co.: The native grass of the northern states is the true blue grass, being of deeper color than the Kentucky blue. It is also of more vigorous growth in this latitude. It is often called "Canada blue" for the reason that more attention is paid to securing the seed in Canada than in the states, but the plant flourishes from Maine to Oregon.

Receipts of clover seed at Toledo, O., for the week ending Nov. 22, were 4,100 bags and shipments 1,074 bags; compared with 3,885 bags received and 2,505 bags shipped during the corresponding week of last year. Receipts for the season amounted to 51,390 bags and shipments 9,706 bags; compared with 77,000 bags received and 28,494 bags shipped last season.

Chicago shipped during the week ending Nov. 22 731,252 pounds of timothy seed, 131,000 pounds of clover seed, 742,904 pounds of other grass seed and 18,712 bushels of flaxseed, compared with 629,125 pounds of timothy seed, 64,075 pounds of clover seed, 345,290 pounds of other grass seed and 16,986 bushels of flaxseed shipped during the corresponding week of last year.

Chicago received during the week ending Nov. 22 2,004,950 pounds of timothy seed, 568,550 pounds of clover seed, 435,000 pounds of other grass seed and 308,400 bushels of flaxseed, compared with 575,820 pounds of timothy seed, 141,509 pounds of clover seed, 416,490 pounds of other grass seed and 88,530 bushels of flaxseed received during the corresponding week of last year.

W. H. Small & Co.: Vetches or tares produce good crops on poor, sandy soils, and much better on good land, growing to a height of four or five feet. It should be sown two or three bushels to the acre, either in the spring with oats or barley or in August or September with rye. If the latter, it will remain green all winter. If planted in the spring it is the earliest crop for cutting, being fully a month earlier than scarlet clover, and a full crop can be taken off the land in time for planting the general crops.

Our exports of seeds during the nine months ending Sept. 30, included 4,678,800 pounds of clover seed, 5,758,031 pounds of timothy seed and 485,522 bushels of flaxseed, compared with 3,881,177 pounds of clover seed, 5,026,430 pounds of timothy seed and 418,677 bushels of flaxseed exported during the corresponding nine months of last year. Exports of other grass seed for the same periods were valued at \$181,346 and \$116,660 respectively, as reported by O. P. Austin, chief of the bureau of statistics.

ble to the irrigated and orchard lands of California and Texas, and it is thought that the Colorado desert, with its rich soil and abundance of water obtainable by irrigation, would furnish an ideal place for a trial of the plant. Its yield of seed is much heavier than that of clover, and it develops at a marvelous rate, outgrowing most weeds and actually killing out the latter. Dr. David G. Fairchild, agricultural explorer for the department, says that while Egypt's great money-making crop is cotton, the foundation of her prosperity rests upon the berseem.

J. F. Zahm & Co. write: We get numerous samples of seed every day, shippers asking us to make a bid on them. They claim they take a little out of each sack, mix it together and send us an average sample of that. The result is that scarcely any of the seed comes equal to sample. It is not right to draw a sample from a poor bag and mix it with a sample of a good bag, and then expect the dealer at this end to take it that way. Sort out each bag and pile them up according to



"Out on Bail."

Fred M. Warner, secretary of state, Lansing, Mich., in his crop report issued Nov. 10, gives the acreage of clover harvested, compared with average years, as 53 in the southern and central counties, 65 in the northern counties and 54 for the state. The average yield per acre is 1:15 bushels in the southern counties, 1:52 bushels in the central counties, 2:03 bushels in the northern counties and 1:29 bushels for the state. Owing to unfavorable weather much of the clover failed to fill properly and was consequently cut for hay.

A successful seed dealer of Canada writes C. A. King & Co.: The results of experiments made in Germany should certainly help to increase the reputation of American clover seed abroad, and to remove the prejudice that has heretofore existed in the minds of European buyers. If modesty did not forbid we might remark that when foreign buyers wanted extra fine qualities of red clover, alsike or timothy seed that Canada was the source of supply, but unfortunately the quantity which we have to offer is too small to be a factor in the market except in alsike, which London dealers candidly admit is the finest in the world.

Berseem is likely to be specially valua-

their quality. For instance, of a 50-bag lot 10 may be poor, 10 fairly good, 10 of it good seed, etc. After sorted out, send a sample of each lot. It may be that the seed will all bulk up according to the sample, but the buyer does not want the seed that way. If shippers will do that their seed then will run more like the sample. We give this information because there is so much trouble in trying to get a correct sample. For that reason we scarcely ever make a bid on a sample, but prefer to have the shipper consign it. When one tries to sell the seed to arrive the price is generally discounted about 25c per bu. on deferred shipments, and the shipper is fully able to take that chance as well as the buyer here.

Out on Bail.

Through the courtesy of the Nor'-West Farmer of Winnipeg we are enabled to show our readers how dealers in hay can get out on bale without any difficulty or embarrassment.

Not that they will need it, but some of their friends may.

The metric system of weights and measures seems as far off as ever.

SUITS AND DECISIONS

The suit against the Schwedler Grain Co., Duluth, Minn., to recover \$1,300 for grain shipped by Peter T. Zinc, and alleged not to have been accounted for, was dismissed recently. The other case against E. Schwedler, for alleged embezzlement, remains to be tried.

ment with the farmers who controlled both the elevators Hoffman was to have one-third the wheat. As the arrangement proved unsatisfactory in operation Hoffman again took charge of the elevator that he owned.

Five times tried, that football of the courts, Cutler & Co. vs. Pardridge, has again been remanded for a new trial, on account of a remark made by the trial judge, that when a young man he had speculated in whisky. This reference to

A Tile Elevator at Minneapolis

The increase in fire insurance rates has been followed by an increase in the number of fireproof grain storehouses constructed at grain terminals, until now one expects no large storehouse to be constructed of inflammable material, as heretofore, in any of the central markets. Steel, cement, brick and fireproof tiling are being used very extensively and with



Tile Storage Tanks of North Star Malting Co., Minneapolis, Minn.

Code Tenn. § 3381 (1880a) 2597, requires a tobacco warehouseman to give a bond to keep his warehouse in good condition. Held, that when a warehouseman gives a bond, and then moves his business to another warehouse, it is not necessary for him to give a new bond. *Bailey v. Wood*, Court of Appeals of Kentucky. 69 S. W. 1104.

The hearing of the suit of Geo. H. Phillips, Chicago, against J. O. Baird, Galesburg, Ill., for \$25,000 due on margins, has been begun. Baird at one time was \$19,000 ahead. He contends that the deals were gambling. Such defense will be thrown out of court, which always has held that trades executed on the Chicago Board of Trade are legitimate. Phillips was given judgment for \$20,700.

The injunction sought by the Solomon Farmers Co-Operative Association to restrain C. Hoffman & Son, millers, from using one of the elevators at Solomon, Kan., has been dissolved. Under an agree-

speculation might have impressed the jury unfavorably. The decision was reversed. The first verdict, in 1896, was in favor of the commission merchants and against the speculator.

In an action to recover money lost on dealings in stock, where it appeared that defendant never owned any of the stock dealt in by plaintiff, or had any under his control; that he always made settlements with his customers on the difference in the market price of the article at the time of making and closing the deal; that it made no difference whether customers bought or sold; settlements were always made in the same way; that no stock ever passed, the difference being always paid in money—the transaction was a well-recognized species of gambling, known as "bucket shop," authorizing the recovery of money lost by one dealing therein, under Ky. St. §1055. *Boyd Commission Co. v. Coates*, Court of Appeals of Kentucky. 69 S. W. 1092.

the result that the insurance companies grant a lower rate.

In connection with this attempt to secure fireproof buildings, more attention is also given to reducing the fire hazard in other ways. In the construction of the old wood elevators, little attention was given to reducing the fire hazard in any other way, except as the insurance company demanded. No doubt many elevator men would to-day be running without dust collectors and raise no objection to the work of their employes being hindered by piles of dust in every corner and passageway.

Through their inspectors and solicitors insurance companies have performed a valuable service for those who were disposed to ignore the hazardous features of their own buildings. The increase in the number of companies investing in fireproof elevators should also be credited to the insurance companies. That it will

greatly reduce the annual fire waste is certain.

One of the best fireproof tile elevators erected in Minneapolis last year was the half-million bushel plant erected by Barnett & Record Company for the North Star Malting Company. The illustrations given herewith, which show the tanks in process of construction, and completed, are from Fireproof of Chicago.

The storage part consists of eighteen cylindrical bins arranged in three rows, of six each. Each tank is twenty-two feet in diameter by eighty-two feet deep and has a storage capacity of 23,500 bushels of grain. The tanks adjoin one another

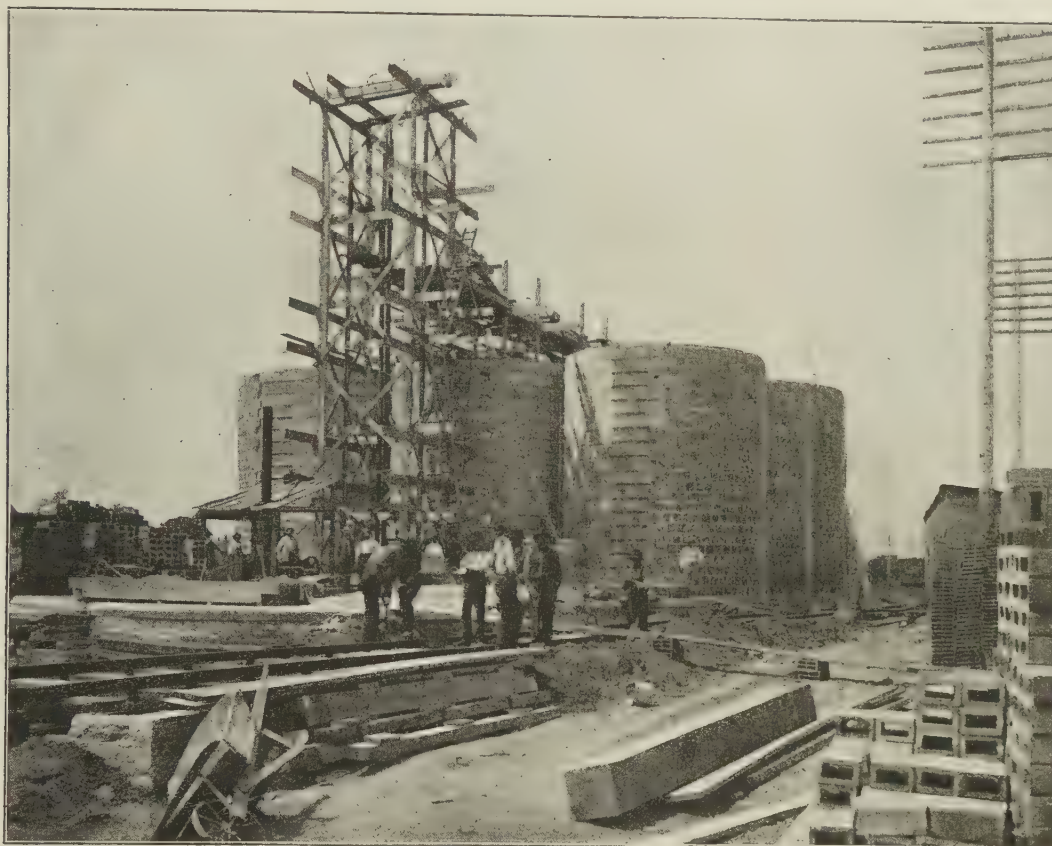
Each bin is covered outside with a veneer of two-inch, semi-glazed tile, secured to the face of the bins with galvanized metal fabric anchors. This outside tiling can be removed and replaced without disturbing the tile work of the bins proper. An ornamental tile cornice is provided for the bins, and the roof is formed of three-inch book tile which are supported by "T" irons.

The working part is constructed of double three-inch thick, hollow tile, held in Portland cement mortar. A receiving sink is provided so that grain can rapidly be received from cars, elevated, weighed and dropped to conveyor in gallery above and thence deposited in any of the twenty-eight bins. Conveyor belts are provided under the bins, for removing grain to the working part for shipment or transfer to the malthouse.

Books Received.

BUSINESS OPENINGS in the Wonderful Northwest briefly describes the 100 or more towns along the Great Northern Railway from Wisconsin to Washington in which merchants, professional men and mechanics can profitably establish themselves. Great Northern Railway, St. Paul, Minn.

NEBRASKA'S Industries and Resources is the second annual bulletin of the Nebraska State Bureau of Labor and Industrial Statistics. Commissioner Cyrus E. Watson makes a splendid showing for his state in this handsomely illus-



North Star Malting Company's Tile Storage Tanks in Process of Construction.

and are firmly held together by steel metal fabric anchors and flat steel bars. Between the bins are ten spaces, designed also for storing grain. Each one of these spaces has room for about 8,000 bushels of grain.

The walls of the bins are built of semi-glazed, hollow tile, five inches thick by twelve inches high. Between the courses of this size tile, is a course of channel tile four by five inches bedded in Portland cement. The channel tile provide a groove in which to place flat steel tension bands, about the tank. These bands which are one-fourth by two inches, are placed on edge in the channel tile and grouted in position with Portland cement. These bands are so made as to encircle the bins and hold the tiles securely in position without the use of bolts or rivets, the strain being greater at the bottom of the bins, two or three bands are used, while at the top of the bin only one of lighter material is used. These bands are bedded in cement and further protected from outside influences by a casing formed by the sides of the channel tile.

ty-eight bins. Conveyor belts are provided under the bins, for removing grain to the working part for shipment or transfer to the malthouse.

Nobody wants corn that is too wet to crib. Let the farmer keep it until in condition to ship with safety.

Rust and smut germs are being studied by Professor F. M. Webster of the United States Department of Agriculture, who is making a thoro examination of the wheat and grass lands of Illinois and Indiana.

The Philippine Commission is endeavoring to mitigate the rice famine by the purchase of rice for the hungry. From the headquarters at Manila the Commission is said to have purchased 20,000 tons of rice in India and Siam.

Imports of rice into the Philippine Islands during the seven months ending Feb. 1, amounted to 210,763,185 pounds; compared with 229,687,498 pounds exported during the corresponding nine months of 1900-1.

trated volume. The descriptions are by counties, and a large map of the state is included.

FEED YOUR STOCK for Best Results is a handsome pamphlet of 36 pages containing convincing arguments for the feeding to stock of Buffalo Gluten Feed, Chicago Gluten Meal, Germ Oil Meal and Fancy Corn Bran. The latest experiment station tests, as reported in the pamphlet, demonstrate in dollars and cents the value of these feeds in balancing rations. Published by the Glucose Sugar Refining Co., Chicago.

Beans and pease imported into the Philippine Islands during the seven months ending Feb. 1, amounted to 38,593 bushels; compared with 28,324 bushels imported during the corresponding months of 1900-1901.

Hemp to the amount of 124,257 tons was exported from the Philippine islands during the year 1901; compared with 89,438 tons, the amount exported during the preceding year, as reported by the War Department.

GRAIN CARRIERS.

The Wabash will order 2,500 cars.

Lines east of Chicago are expected to advance grain rates early in December.

The Grand Trunk has acquired the Detroit & Toledo Shore Line, thereby entering Ohio.

Coal laden vessels called to New York by the anthracite strike cannot find return grain cargoes.

The Pittsburg Steamship Co. has called for bids for 20 steel steamers to be longer than any now on the Lakes.

Mackenzie & Mann, of the Canadian Northern Railway, have ordered rails for 350 miles of track from Germany.

The Canadian Pacific Railway has made special rates on wheat from certain points in Manitoba and the Northwest to Minneapolis via the Soo line.

A scientific basis for rate making will not be worked out until the country stops growing and new conditions cease to arise in trade and industry.

The Pennsylvania Line gave notice Nov. 17 that it would accept no grain shipments for Pittsburg or Allegheny until the blockade has been relieved.

Wreckers threw overboard 10,000 bushels of the wheat cargo of the steamer Pueblo, bound from Chicago to Buffalo, in order to release the boat from South Manitou Island.

A representative of the Interstate Commerce Commission heard complaints recently at St. Louis, Mo., against the 3-cent shrinkage in grain rates via Cincinnati and Louisville.

Michael Straus and J. J. Daley of Chicago, and several residents of Toronto and Collingwood, contemplate establishing a line of steamers between Lake Superior and Georgian Bay.

The Missouri Railroad and Warehouse Commissioners will do nothing further in the reconsignment charges until a report is received from the attorney-general, who has been asked to pass on the legality of the order.

Complying with the request of E. C. Castle, Manitoba Grain Commissioner, the Dominion Government has ordered that the lighthouses on Lake Superior be maintained until Dec. 12, to prolong the grain shipping season.

Rates on grain products from St. Joseph, Atchison, Leavenworth and Kansas City for export are said to have been adjusted, at a recent meeting of traffic men, on the basis of a half cent differential in favor of the gulf ports against Newport News, Va.

The lowest rate in five years was paid recently for a ship to carry wheat from the Pacific Coast to Europe. The French bark Cannebiere will take wheat from Portland at 22s 6d. Owners are anxious to get their idle ships out of San Francisco harbor and into a profitable market. Rather than take their boats away empty they will accept almost any rate.

The Chicago Great Western Railroad has brot suit against the Union Pacific for the privilege of using the bridge at Omaha, Neb., upon the same terms as other railroads. As the Great Western runs no farther west than Omaha, in order to share in the business, that company will have to make a local rate to Chicago that will compare favorably with the thru rates from points farther west on which the business now is done.

Missouri's Railroad and Warehouse

Commission does not agree with the railroads entering St. Louis as to their right to levy a reconsignment fee of \$2 per car on grain switched to any elevator or industry on connecting lines within switching limits. The perversity of the railroads in this matter is not likely to win, but for a time will inconvenience the trade.

An advance in rates on wheat and corn is to become effective Dec. 15, on export business only. From Missouri River to the gulf, the increase is 2 cents per 100 pounds. The rate on wheat from the Missouri to the Mississippi, which has been 7 cents a hundred pounds, will be 9 cents, and the rate on corn will go up from 6 cents a hundred pounds to 8 cents. This will make the rate to Chicago on wheat 14 cents instead of 12 and on corn 13 cents instead of 11.

The new per diem rule for expediting traffic has had the curious effect of transferring the congestion from the yards where cars are unloaded to the points where the shipments originate. Cars loaded at the elevators, warehouses and factories are switched promptly; but their movement stops when they have reached the nearest division yard, where trains are kept waiting too long for locomotive engines. American railroads never have been so short of motive power.

Major Thos. W. Symons says: New York should build the 1,100-ton barge canal because it will greatly benefit her. It will prevent railroad discrimination against the port of New York. There is now and has been for years serious discrimination in railroad rates against New York. The theory on which this is based is that the export products of the west and northwest shall reach Europe through all our Atlantic ports at practically the same cost for the through freight.

A great land rush is expected early in 1903, when the Rosebud Indian Reservation in Gregory County, South Dakota, is opened. The soil is of the choicest quality. Settlers will be required to pay \$1.25 to \$2.50 per acre. The Chicago & Northwestern Railway has extended its F. E. & M. V. branch from Verdigris, Neb., to Bonesteel, S. D., on the Missouri river, to penetrate the new territory. As soon as the swarm of landseekers has harvested its first crop grain elevators will be needed to handle the product of the 500,000 acres.

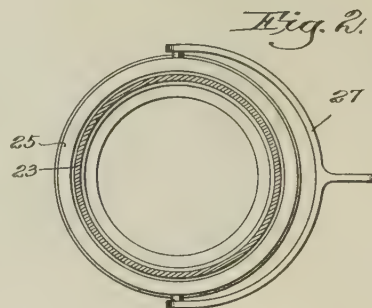
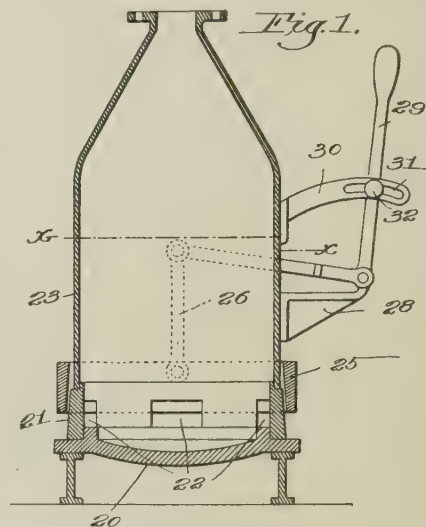
Much has been accomplished by the Merchants Exchange of Buffalo in its campaign for the improvement of the Erie Canal. Public sentiment has been interested. For the first time in forty years the great political parties have declared themselves in their state conventions in favor of adequate enlargement of the canals of the state. At a recent meeting the Exchange adopted resolutions thanking the members of its canal enlargement committee and generous citizens who have provided funds to carry on its efforts. Much remains to be accomplished in securing and arousing sentiment thruout the state that will result in legislation authorizing the improvement of the waterways so as to accommodate 1,000-ton barges.

To relieve the distress among the 700,000 people who are threatened with starvation on account of the failure of crops in the northern part of Sweden, their countrymen in Chicago, Nov. 21, met and organized to raise funds. Robert Lindblom was chosen president and Consul John R. Lindgren treasurer of the fund.

Sulphur Burner.

A furnace in which to burn sulphur for the purification and bleaching of oats and barley is represented in the engravings given herewith. The construction of this furnace is such that none of the gases escape into the air, and it is possible to use the apparatus at any place without danger of surrounding objects being injured.

Fig. 1 is an elevation and Fig. 2 a plan of the furnace. The furnace comprises a hearth 20, on which is supported an annular base portion 21, having a series of draft openings 22. The body



23 is supported upon the base portion, and its upper end has a tight connection to the pipe which leads the gas to the fumigating vessel.

When it is desired to stop the production of the sulphurous acid gas the fire in the furnace may be choked and put out almost instantly by dropping the damper ring 25 surrounding the base portion 21, to shut off the supply of air.

To make the draft ring practically airtight the base is cone shaped and the ring correspondingly formed. The ring is shown as supported from a yoke member 27 by means of links 26, the yoke member being pivoted to a suitable bracket 28 and having an operating arm 29. A suitable segment 30, carried by the stove or any other support, has a slot 31 therein, in which plays a binding-screw 32, carried by the lever 29. By operating the lever 29 the draft-ring may be raised or lowered to any desired position, and by means of the clamping-screw 32 it may be maintained in position.

The furnace is covered by letters patent, No. 711,485, issued Oct. 21, to John Edmunds, of Waltham, Mass.

THE SUPPLY TRADE

The Nordyke & Marmon Co., Indianapolis, Ind., has had its entire plant equipped with automatic sprinklers.

Borden & Selleck Co. of Chicago have more than doubled their sales of the Howe Gasoline Engine to the grain trade the past season.

Rice mill machinery made by the Nordyke & Marmon Co. no longer is to be sold thru agencies, but will be handled direct by the home office.

Sprout, Waldron & Co., Muncy, Pa., have established an office at Atlanta, Ga., in charge of John W. Taylor, for the sale of the well-known Monarch Attrition Mills.

The W. S. Cleveland Elevator Building Co. of Minneapolis, Minn., has erected forty-five frame elevators this season, and



B. J. Burns, Buffalo, N. Y.

is at work on two more, besides a brick storage tank at Minneapolis.

Cuts or engravings should be used freely in advertising machinery, always bearing in mind that a poor cut is like a caricature, and the best engravings are none too good. They are the cheapest in the end.

The N. P. Bowsher Co., South Bend, Ind., sends us a copy of a letter which speaks in very laudatory terms of the efficient work done by the Bowsher feed mills. Such letters should make any manufacturer feel proud of his line of goods.

There are men who, when they sit down at a table d'hôte dinner, eat voraciously, regardless of their stomachs, being moved by a purpose to "get their money's worth." There are advertisers of the same mind. They buy space, and think they are cheated if they do not crowd it with reading matter.—Printer's Ink.

The Columbus Machine Co., Columbus, O., has recently issued a special catalog of its gasoline engines designed for grain elevators, which is an innovation in this class of literature. Altho not a bulky book, it contains in addition to the usual information found in such catalogs an interesting, clear and plain account of the construction and operation of these engines.

M. J. Travis of Wichita, Kan., states that while the number of elevators erected in the grain belt of the middle west this year has been large, it has not been so large as was expected. This fact he attributes to the light wheat crop in different parts of the country. Many grain firms which had planned to build new elevators decided not to do so when it was seen that the wheat crop was going to be curtailed by the wet weather. As a rule the new elevators erected this year in Kansas and Nebraska have been of the 10,000-bushel size.

Notwithstanding the Otto Gas Engine Works of Philadelphia, Pa., added 12,000 square feet of floor space to their plant less than two years ago, their ever increasing business is again crowding them and the last available bit of ground in the block covered by the works is having a building 45 feet by 100 feet erected upon it. The demand for large units makes necessary these increased facilities and the new building will be equipped with the largest and latest types of machine tools. The tools are ordered and the new shop should be running within six weeks.

Late sales of the Boss Car Loader have been made by the Maroa Mfg. Co. of Maroa, Ill., to the following: John Sipp, Bourbon, Ill.; E. R. Ulrich & Son, Pawnee, Ill.; J. A. Aston, Emden, Ill.; C. R. Mitchell, Ashmore, Ill.; Winthrop Grain Co., Winthrop, Ind.; O'Hara, Baldrige & Co., Carlock, Ill.; E. R. Ulrich & Sons, Loami, Ill.; Hugh McRoberts, Curran, Ill.; E. R. Ulrich & Son, Bates, Ill.; Bittle & Bittle, Wingate, Ind.; Crabbs, Reynolds & Malsbary, Francisville, Ind.; Crabbs, Reynolds & Wheeler, Reynolds, Ind.; Crabbs, Reynolds & Freeman, Waynestown, Ind., and Mansfield & Delaney, Niantic, Ill.

Foreign Crops.

Owing to the remarkably cool and wet summer that was experienced throughout a considerable part of Europe, the harvest of 1902 will be remembered in a number of countries as one of the latest and most difficult on record, says the Government Crop Reporter.

The promise of an abundant yield has therefore been only in part fulfilled, as a material deduction has to be made for grain that has been gathered in a more or less damaged condition, not to speak of that which has actually been spoiled. In the case of the bread grains, there will be a demand among millers in the countries that have thus suffered for good, dry grain to mix with the damper, indigenous product; and, this circumstance should make an appreciable addition to the value of the drier grain to the advantage of those countries and districts that have been favored with good harvest weather.

In the countries not thus favored, the farmers have not only lost through the lowered average quality of their grain crops, but have been put to a considerable extra expense in the harvesting of it, which has been a slow and tedious process.

Imports of breadstuffs to the Philippine Islands during the ten months ending May 1, as reported by the War Department, included 35 bushels of wheat, 8,392 bushels of oats, 284 bushels of corn and 46,325 bushels of barley; compared with 1,569 bushels of wheat, 881 bushels of oats, 44 bushels of corn and 19,341 bushels of barley imported during the corresponding months of 1900-1.

Burns Bros., Buffalo.

Geographically, Buffalo, N. Y., is an ideal location for a grain distributing point and has long been recognized as one of the great grain handling centers of the country. A vast quantity of grain is received each year, arriving both by lake and rail. Some is for export, the rest for local use and distribution to interior points throughout New York and the New England states.

The business at Buffalo is handled by many reputable firms, one of which is Burns Bros., which has just been formed, succeeding to the business and good will of B. J. Burns & Co. It is composed of B. J. Burns and H. T. Burns. Both of these young men, whose portraits are shown herewith, have been actively engaged in the grain business for the past ten years.

B. J. Burns is vice-president of the



H. T. Burns, Buffalo, N. Y.

Buffalo Grain Dealers Association. The firm is a member of the Grain Dealers National Association, the Buffalo Merchants Exchange and the Buffalo Clearing House Association. The latter being the corporation through which trades made in the Buffalo option market are cleared.

When the Buffalo option market was established, B. J. Burns took a prominent part, being one of the committee sent by the Buffalo Merchants Exchange to the Western option market to investigate their methods.

John Hyde, statistician of the Department of Agriculture, in his report issued Nov. 10, estimates the average yield per acre as 26.8 bushels of corn and 18.1 of buckwheat, and the average quality of corn as 80.7 per cent; compared with 73.7 per cent a year ago. Only 1.9 per cent of the 1901 corn crop is still in the hands of farmers; compared with 4.5 per cent on Nov. 1 a year ago.

Popcorn is one of the best foods we have; people don't begin to appreciate its value, said Mary D. Chambers in a lecture at Brooklyn, N. Y., recently. It contains a valuable oil, has high calorific power and is mostly starch thoroughly cooked by high pressure of steam.

GRAIN TRADE NEWS.

CANADA.

Williams Bros. are building an elevator at Oakland, Man.

The Canadian Northern Railway has recently received 400 new cars.

The Farmers Elevator Co. of Souris, Man., has applied for incorporation.

The grain movement is almost at a standstill in the Northwest Territory.

Trunk lines contemplate cutting down the number of grades handled for export.

Grain once graded in Manitoba should not be graded higher the further east it gets.

Plans are being made for the establishment of a linseed oil factory at Owen Sound, Ont.

Elevator A at Fort William unloaded 100 cars of grain in one day, the largest record of the season.

Elevator C at Fort William is now receiving wheat. It has a daily loading capacity of 100,000 bushels.

The first cargo of wheat to be shipped from Canada to Australia was engaged recently at Vancouver, B. C.

King's elevator at Port Arthur, Ont., again is in operation. Machines for cleaning flaxseed will be installed.

Barnett & Record Co. have recently employed 60 more men for work on the C. N. R. elevator at Port Arthur, Ont.

James Sharpe is erecting a 30,000-bushel elevator at Manor, Assa., and will equip it with weighing and cleaning machinery.

Residents of the town have purchased the elevator formerly operated by the Northern Elevator Co. at Carberry, Man.

The grain section of the Toronto Board of Trade will ask the railroads to increase the number of grades of grain handled for export from 20 to 24.

It is reported by J. S. Clarke, Canadian trade commissioner to Australia, that within four months' time, 1,000,000 bushels of oats will be needed in Australia.

A. M. Sutherland, grain buyer for the Northern Elevator Co., at Darlingford, Man., reports that the elevator is filled and business is greatly retarded by lack of cars.

The first car of flax ever shipped from Strathclair, Man., will be shipped this season. It is thought that when the cultivation of flax is once fully begun it will increase rapidly.

The daily average number of cars of grain shipped over the C. P. R. from Fort William this season is 300. The largest number for any one day was 505, the number shipped Oct. 30.

According to reports received by the department of trade and commerce at Ottawa, Ont., Canadian oats will find a ready market in Australia this season. The current price is 86 cents per bushel.

The British Canada Wheat Raising Co., Ltd., has been incorporated at Toronto, Ont., with \$1,000,000 capital stock. Directors: Charles McEachren, William B. Hill, Andrew G. Ross and Walter J. Boland.

Elevator men and farmers at Strathclair, Man., are rejoicing over the cars with which the Great Northern Railway is supplying the Northern Elevator Co.

The cars are being used to ship oats to Minneapolis.

R. E. Wright, one of the oldest members of the Montreal Corn Exchange and at one time a member of the firm of Wright & Esdaile, died recently. He retired from active business some time ago on account of ill health.

At a recent meeting of the Edmonton Board of Trade it was decided to petition the Dominion Government for a resident grain inspector for Alberta. The extension of the C. N. R. eastward from Edmonton will also be urged.

The first train over the new line of the Canadian Northern Ry., from Winnipeg to Neepawa, Man., made its run on Nov. 13. This line opens one of the best grain growing districts in Manitoba and already elevators are being built on the new road.

The Ogilvie Flour Mills Co. will build a large mill and elevator at Fort William. The elevator will be of fireproof tile and have a capacity of 500,000 bushels, while the mill will have a daily capacity of at least 1,500 barrels. Both mill and elevator will be thoroughly equipped with modern machinery.

Harry Ross, a young man employed in the farmers' elevator at Kincardine, Ont., was found dead in a grain bin Nov. 14. He had been shoveling grain into the chute while men outside were loading cars, and is supposed to have been seized by one of the weak spells to which he was subject, and have fallen into the grain where he was smothered.

The largest cargo of wheat received at Montreal from the upper lakes was carried from Fort William recently by the barge Hamilton of the Montreal Transportation Co. The boat contained 71,000 bushels when the trip began, but 11,000 bushels was removed before venturing down the St. Lawrence Canals. The best previous record is said to have been 50,000 bushels.

Liverpool bids for Manitoba wheat were advanced sharply last week fully three cents. Besides the improvement in the foreign market Winnipeg grain dealers were so much encouraged by the promise of the Canadian Northern to move all wheat offered before the close of navigation that they raised the price at interior stations enough more to give the farmer six cents per bushel more than he had been getting.

According to the crop report issued Nov. 15, the crops in Ontario as a whole are much larger than last year. The report gives the yields as follows: 20,033,660 bushels of fall wheat, 6,048,024 bushels of spring wheat, 21,890,602 bushels of barley, 1,911,683 bushels of buckwheat and 670,000 bushels of beans; compared with 16,934,290 bushels of fall wheat, 5,498,751 bushels of spring wheat, 16,671,076 bushels of barley, 1,757,071 bushels of buckwheat and 671,496 bushels of beans, the yields of 1901.

Work is progressing on Elevator D at Fort William. The Steel Storage & Construction Co. has 165 men at work on the steel storage tanks, of which there will be 32, each 80 feet high on an 18-foot

concrete foundation. These will be done in about a month. The construction of the working house, which will be of wood covered with fireproof material, is in the hands of the Barnett & Record Co. The elevator proper will be 160x45 feet and 156 feet high, and be built on a stone and concrete foundation. In addition to this building a 14-foot car shed will extend the entire length. The machinery has been ordered and with nothing to cause delay, two months will see the plant in working order.

Thos. Tait, manager of transportation for the Canadian Pacific, says: There is no grain in our terminals to-day that is being delayed, nor has there been any delay in delivering grain to our elevators. Grain, to the elevators, is freight which we can get rid of easily and quickly, and employ our cars elsewhere. We could, as is well known, use more box cars, and therefore any grain arriving at Montreal for the elevators is handled with the utmost despatch, and there is not any delay. As to the statement that we are not handling more freight than last year, as for the C. P. R., I can say that up to October 31, we received by the Lake Shore over 60 per cent more grain than we did during the same period last year.

WINNIPEG LETTER.

Mayor Dyke of Fort William will urge the erection of more elevators next spring.

That a very serious state of affairs is coming up in the car supply direction is evident. The movement of grain out of the country has been up to the present aided by fine weather but stocks are piling up at country points, and when navigation closes there will be a cry for cars for grain and fuel that will be heard all over the West.

A mill for the manufacture of Portland cement will be erected by a company composed of Eastern and Chicago capital. The J. A. Hunter Land Co. has secured control of large cement deposits near Morden, Man., and the mill will be erected near this point. An office of the new company has been opened at Winnipeg with J. A. Hunter as manager. The cement mill will insure its use largely for the building of elevators.

Total receipts at Fort William and Port Arthur to Nov. 15 amounted to 14,426,322 bushels of wheat, 212,373 bushels of oats and 25,432 bushels of barley. Shipments for the same period were 9,922,974 bushels of wheat, 13,068,596 bushels of oats and 10,176 bushels of barley. Shipments during the corresponding period of last year amounted to 7,112,578 bushels of wheat and 103,316 bushels of oats, while until the close of navigation, Dec. 5, wheat shipments amounted to 12,817,598 bushels.—S. M. F.

CHICAGO.

Memberships in the Board of Trade are selling at \$3,600.

The Weare Commission Co. has increased its capital stock from \$100,000 to \$500,000.

Arthur R. Sawers temporarily has gone to El Paso, Tex., to look after the interests of the J. Rosenbaum Grain Co.

Chairman H. H. Peters of the Shippers Association organization committee has called a meeting of those interested in the Directors Room Board of Trade, Friday afternoon, Nov. 28, 3 p. m.

Switchmen who have been robbing cars of produce in the Northwestern railroad yards, shortly after midnight, Nov. 20,

shot and killed Chas. Dillon, watchman, who caught them in the act.

William S. Warren will be asked to be a candidate for a third term as president of the Board of Trade. His vigorous administration of the office has been characterized by an effective elimination of uncommercial methods of trading.

According to the report of M. D. Steevers, secretary of the Mutual Benefit Association, not a single death has occurred among the 816 members during the past six months. During that time 31 members have joined the association.

William E. McHenry, for thirty years member of the Board of Trade, and at different times director and vice-president, was expelled Nov. 11 for uncommercial conduct, in taking margins from a lady customer after the trade had been closed.

Grain trimmers at Chicago recently left a ship's lantern buried in the hold of the steamer Syracuse. When the hatches were removed at Buffalo fire was discovered to have been smouldering all the way down the lakes, damaging 15,000 bushels of wheat.

The president of the Board of Trade has appointed Walter C. Hately, E. S. Adams, George E. Gooch, George S. Bridge, W. H. Chadwick and Z. P. Brosseau as a committee to solicit subscriptions for the International Live Stock Exposition which will open Nov. 29.

Belden F. Culver, who was a member of the Chicago Board of Trade for 24 years, died at Asheville, N. C., Nov. 12, after an illness of nearly two years. He left Chicago about six months ago and since that time has been traveling for his health. He was 73 years old and leaves a wife and two daughters.

George M. Hord, for ten years a member of the Chicago Board of Trade, died Nov. 17, aged 69 years. He was born at Maysville, Ky., and came to Chicago about twenty years ago. He leaves a widow, two sons and a daughter. His brother, Elias Hord, is now a member of the Board.

Secretary Stone has gained new laurels as an orator. Those who have heard him carry a convention of grain men down through green meadows are not surprised. As a postprandial orator he has few equals. Recently he accompanied a party of Chicago capitalists to Texas and the South and established a new record for ante-breakfast speeches.

H. H. Peters, the junior member of the firm, is now the representative of Bartlett, Frazier & Co., in the Board of Trade Clearing House, W. H. Bartlett and F. P. Frazier having been suspended for 10 days. During the first day the firm's trades were cleared through Carrington-Patten & Co., and since Mr. Peters qualified in the clearing house there has been and will be no interruption in the execution of orders.

A union of the Grain Elevator Employes and Co-Workers was organized Nov. 16, with 250 members. Daniel Hogan, an employe of Armour & Co., was chosen as temporary president. Another meeting has been appointed for Nov. 30, at which 500 more applications for membership will be considered. William D. Bain, official organizer for the Longshoremen's Association, was instrumental in the forming of the new union.

H. H. Freeman says in explanation of the small amount of hay coming into Chicago: The receipts of hay at Chicago for the last two weeks have not exceeded 40 cars a day, owing to the em-

bargo placed on hay by the C. M. & St. P., C. & E. I. and Wabash railways. Insufficient track room causes too much congestion of their yards and they refuse to obviate the condition by procuring more room. Shippers cannot get into Chicago, although good hay is in demand.

Jos. P. Griffith, manager of the grain department of the Corn Products Co., was married Wednesday, Nov. 12, to Miss Florence N. Bell at St. Charles church, only the relatives of the two families being present. After the ceremony at 9:00 a. m., a wedding breakfast was served at the home of the bride's parents, 431 S. Marshfield-ave. The honeymoon will be spent in Buffalo, N. Y. Mr. and Mrs. Griffin will be at home to their many friends Jan. 1, at 1800 Lexington-st.

The grossly over-capitalized American Malting Co. contemplates cutting in two its watered stock, of which nearly \$29,000,000 is outstanding. The New York Supreme Court on Nov. 18 dismissed the suit against the directors of the company to compel them to restore to the treasury of the company \$1,855,000 alleged to have been illegally paid as dividends to holders of the preferred stock. The last annual report of the company, recently published, showed a net surplus of only 2½ per cent on the preferred stock, leaving nothing for the common shares.

A. I. Valentine of the Armour Grain Co. states: "There is no truth in that report that we have had wheat for sale in Great Britain. A denial is not necessary for those who are familiar with the wheat market. There has been no time the Duluth cash wheat has not been at a considerable premium over the Chicago December. The fact is the largest part of the wheat we owned at Duluth early in the fall was bought back from us at advances by those who sold it to us. The Englishmen have been hungry for the Duluth spring wheat all the season, and there has been no necessity for anyone to consign spring wheat in advance of selling it."

The police swooped down on an office at 265 La Salle-st., Nov. 13, and arrested L. H. Bailey on the charge of operating a grain swindle. The name on the door was Arthur L. Bradley & Co., undoubtedly an alias. Customers writing for information as to their financial standing were referred by Bradley & Co. to "Young's Mercantile Agency," of which Bailey was alleged to be also the proprietor. Little interest in the raid was evinced until the connection of the swindler with Ernest E. Jones was shown by the latter signing bonds for his friend's release. Mr. Jones has an office in the Rialto building, and represents himself to be a commission merchant. He is not a member of the Board of Trade, but is said to hold a membership in the New York Produce Exchange.

Wm. H. Chadwick and R. D. Richardson of the rules committee of the Board of Trade, have reported the following as a proper basis to establish rules defining terms of shipment: Excluding the date of sale, the time of shipment on property sold or purchased shall be figured from the date of receiving full shipping directions and shall not include Sundays or legal holidays at the place of shipment. "Immediate" shipment shall mean three business days at place of shipment; "quick" shipment, five business days; "prompt" shipment, ten business days; "five days" shipment, five business days; "ten days" shipment, ten business days;

"fifteen days" shipment, fifteen business days at place of shipment. Nothing, however, in this rule shall be construed as prohibiting special agreements being made.

Under an old rule of the Board of Trade passed in 1894 prohibiting grain firms handling contract grain through regular elevators of which they are proprietors or managers, the board of directors suspended for ten days William H. Bartlett and F. P. Frazier on the ground that they own the stock of the Calumet elevators, and that Bartlett, Frazier & Co. had handled contract grain through these elevators. This action was taken in spite of the fact that it was clearly shown that every grain firm here interested in regular elevators had followed the same course for years. The elevator owners believed that where the elevators were managed by a corporation entirely distinct from the grain firm that the requirements of the rule had been met. Up to this time this interpretation has received the tacit approval of the directory, as they have year after year made the elevators regular under these conditions. The Calumet Elevator Co., which operates the elevators, is a distinct firm from Bartlett, Frazier & Co. It is composed of W. H. Bartlett and F. P. Frazier. The other members of the firm of Bartlett, Frazier & Co. have nothing to do with the elevator business. The shipping was done by Bartlett, Frazier & Co. and not by the elevator company.

COLORADO

Robert Liles and John C. Foster have entered the grain business at Colorado Springs, Col. Business will be conducted under the firm name of the R. B. Liles Grain Co.

ILLINOIS.

C. G. Sauer & Son have succeeded C. G. Sauer at Dana, Ill.

Turner & Firey Bros. are building an elevator at Roby, Ill.

V. C. Elmore of Ashland, Ill., has taken to himself a wife.

H. L. Schmutz has nearly completed an elevator at Tremont, Ill.

Thomas Ogden is building a grain and lumber office at Dewey, Ill.

James Trainor has nearly completed an elevator at Blackstone, Ill.

A. G. Wamba has discontinued his grain business at Martinton, Ill.

Fred C. Williams will assist his father at the Farmers Elevator, Galva, Ill.

D. P. Belden received 86 loads of corn Nov. 11 at his elevator at Ashmore, Ill.

The Farmers Elevator Co. is building a 5,000-bushel corn crib at New Holland, Ill.

W. W. Berry will install a 22-h.p. gas engine in his elevator at Breckenridge, Ill.

A non-partisan grain inspection department is wanted by the grain shippers of Illinois.

W. P. Schertz has purchased for \$6,000 the elevator and other property at McCall, Ill.

The Mt. Pulaski Grain Co. has recently placed a new scale in its elevator at Chestnut, Ill.

J. O. Linder, grain dealer at Loxa, Ill., received 150 loads of corn at his elevator, Nov. 10.

Sherrard, Poppleton & Co. will here-

after deal in coal as well as grain, at Cambridge, Ill.

Ream & Kelso of Lstant, Ill., have purchased the elevator of N. Eisenhauer at Dimmick, Ill.

O. Bunney of Leroy has succeeded Mr. Crauch as agent for Carrington, Patten & Co. at Monarch, Ill.

Fire in Griffith's elevator at Charleston, Ill., was discovered, Nov. 8, in time to prevent much damage.

E. B. Armstrong has purchased the elevator located on the Wabash road at Tolono, Ill., of J. H. Parrish.

The Warner Starch Co. is building a plant at Waukegan, Ill., which, it is expected, will be completed Jan. 1.

Collins & Owen, Garrett, Ill., Nov. 17: Business starting out in good shape; corn never was better in this section.

Clifford Hunt has purchased James Coyne's interest in the elevator situated on the Great Western road at DeKalb, Ill.

C. G. Sauer & Son, Dana, Ill., Nov. 17: On account of the damp and rainy weather no new corn has been shelled here.

Henley Eversole is planning to build an elevator at Newman, Ill. He was formerly in the grain business at Broadlands.

French & Co., grain dealers at Champaign, Ill., have closed the office which they opened at Decatur, Ill., about six weeks ago.

With the exception of interests at May, Ill., J. G. Hermann is no longer in the grain business. At present he is at Indianapolis, Ind.

Porterfield & Barton have completed equipping their elevator at Jamaica, Ill., with new machinery, and Nov. 14, reopened for business.

The suits against Chas. O. Jones of Springfield, Ill., and the proprietors of 30 alleged bucket shops have been postponed until Dec. 2.

C. R. Aden is building three grain bins in his elevator on the Q. C. & St. L. road at Carlinville, Ill., thus adding 3,000 bushels to his storage capacity.

F. L. Hough has sold his interest in the firm of Christy & Co., grain dealers at Viola, Ill., and J. M. and B. L. Christy will continue the business.

T. B. O'Halloran of West Union, Ia., has been appointed superintendent of the barley elevator owned by the Bosch-Ryan Grain Co., at Savanna, Ill.

The grain elevator at Broadlands, Ill., was discovered to be on fire recently. The flames were extinguished promptly and very little damage resulted.

The elevator operators of East St. Louis who had Merchants' Exchange weighmen in their elevators, McReynolds & Co. excepted, have ordered them all out.

Robert, the 18-year old son of A. G. Walker, who for several years was engaged in the grain business at Pekin, Ill., died Nov. 5, after an operation for appendicitis.

Taxtown, also known as Hettville, is a small town on a new side track of the C. & A. It is reported that Mr. Simpson of Minonk, Ill., will build an elevator at this point.

The Hasenwinkle Grain Co. at Heyworth, Ill., received 37 carloads of grain during October, 67,027 bushels of oats and 8,026 bushels of corn. F. M. Black is local manager.

Geo. C. Dunaway, Utica, Ill., secretary, writes that the Illinois Valley Grain Dealers Association will hold its monthly

meeting in the Harrison House, LaSalle, on the evening of Nov. 25.

Carrington, Patten & Co. have purchased the elevator of M. F. Reilly & Co. at Wilson, Ill. The latter still retain their business at Reddick to which they will devote all their energies.

The Farmers Grain & Coal Co. has been incorporated at Natrona, Ill., with \$5,000 capital stock, to deal in grain and coal. Incorporators: E. J. Mell, T. D. Taylor and C. H. Bockwitz.

The Farmers Elevator at Hayes, Ill., was destroyed by fire Nov. 14. Only a small amount of grain was in the building and the loss is not great, although only partially covered by insurance.

The Atwood Grain & Coal Co. has been incorporated at Atwood, Ill., with \$4,500 capital stock, to deal in grain, coal and building materials. Incorporators: I. L. Storey, C. M. Harschberger and Emory Moore.

Burks Grain & Elevator Co. at Decatur, Ill., has changed its name to the Dumont, Roberts & McCloud Co. No change in the officers or management of the firm is made and offices still remain at Decatur, Ill., and Detroit, Mich.

Mr. Johnson, who has been in the employ of Frech & Wilton for some time, has purchased Mr. Wilton's interest in the mill and elevator business at Whitehall, Ill., and the firm name has been changed to Frech & Johnson.

The Turner-Hudnut Co. of Pekin is making arrangements for the purchase of Joseph Campbell's elevator at Lacon, Ill. If the deal is consummated, Mr. Campbell will either become a member of the firm or be retained as manager.

Sherrard, Poppleton & Co., Cambridge, Ill., Nov. 18: Corn is fair crop on uplands; on low lying lands very near a failure; oats of poor quality and small yield; about 30 bushels to the acre; little of this year's corn will be shipped.

B. F. Traxler informs us that J. M. Current of Homer, Ill., and M. C. Current of Stateline, Ind., have completed their new houses and began to receive grain Nov. 19. Both of the burned plants were rebuilt by the Reliance Mfg. Co.

Quigg, Railsback & Co. have recently completed a 40,000-bushel elevator at Minier, Ill. The thorough equipment of machinery includes a 1,000-bushel scale, a dump, a car loader, two stands of elevators and a 12-h.p. gasoline engine.

Lee Harrison, superintendent of the Corn Products Co., recently visited Pekin, Ill. As to the object of his visit he said: "I am here partly to start the plans for a starch factory. It is now assured. We will go right ahead with that industry."

Douglas Halliday, secretary of the H. L. Halliday Milling Co. of Cairo, Ill., was married Nov. 12 to an accomplished lady of New Orleans. The bride and groom will take a short bridal trip through the South, afterward returning to Cairo, where they will make their home.

At the meeting of the Central Illinois Grain Dealers Association at Peoria, Ill., Nov. 18, the principal topic was the irregularity in the inspection of corn. Resolutions setting forth the burdensome conditions imposed by the inspection department were adopted, similar to those adopted by the Illinois Valley Association and published in the Journal for Nov. 10, page 550.

C. A. Dryer, Champaign, Ill.: We have better and more perfect corn this season than for many years past; it is late from

three to four weeks as to dryness, but is now getting into fair condition; a good percentage grading No. 3, although there is much No. 4. In Champaign county fully 75 per cent of the crop is husked and cribbed; farmers selling very freely and realizing good prices; one station near Champaign has taken in 75,000 bushels within a few days, another 50,000 bushels. Most of the elevators in Champaign county are receiving on an average 40,000 bushels a week.

INDIANA.

Aquilla Grist & New Bros. are improving their elevator at Mohawk, Ind.

F. A. Vant has succeeded E. I. King & Son in the grain business at Talbot, Ind.

J. R. Stafford has installed a 20-h.p. gasoline engine in his elevator at Medford, Ind.

C. B. Carlton has been employed as manager of the elevator at Kewanna, Ind., by A. D. Toner.

F. S. Davis of East Lynn, Ill., has purchased an elevator at Marshfield, Ind., and together with his family has moved to Attica, Ind.

R. S. Stall & Co. of Thorntown, Ind., have installed a Western Combined Shelter and Cleaner, and are prepared to handle crops to best advantage.

Consolidation of the Indianapolis Board of Trade with the Commercial Club has been found impossible owing to conflicting provisions in the charters of both institutions.

The W. C. Hall Milling Co. has found its old wheat separator and cleaner too small, and will place a new one of 100 bushels capacity in its elevator at West Union, Ind.

R. S. Stall & Co., Thorntown, Ind., Nov. 21: Corn has begun to move in our section; almost all of it is of fairly good quality, a little better than was expected. We find some very chaffy and damp.

The annual meeting of the Indiana Grain Dealers Association will be held in Indianapolis, Jan. 8 and 9. The acoustic properties of the Board of Trade Assembly Hall forbid the holding of the meeting there.

Geo. W. Moor, Letts, Ind., Nov. 18: Early wheat almost ruined by the fly; late wheat looks very well; corn good crop but poor quality; badly down and rotting in the ground; very little fit for market yet.

W. C. Hall Milling Co., Brazil, Ind., Nov. 15: Corn crop large and good; growing wheat is being damaged by fly or some other insect and is turning yellow in spots; looks are unfavorable for continued warm weather.

The Hammond Elevator Co. has been incorporated at Hammond, Ind., with \$200,000 capital stock. Incorporators: W. H. Gosthin, H. S. Vorhees, P. N. Meyn, Herman Beckman, M. I. Quinn, R. J. Meany, Frank C. Williams and Sidmon McHie, the bucket shop operator.

E. M. Small of Yeddo, Ind., was in Chicago recently and reported more new corn being offered than he cared to take in. Three-fourths of the corn which was shocked is spoiled. It was green when cut and shocked. Rains followed with the result that little of it will be fit to ship or crib.

The Crabbs-Reynolds-Bell Co. will build a temporary elevator at Lafayette, Ind., on the site formerly occupied by the Born Elevator, for the purpose of handling this year's corn crop. This was

made necessary on account of the inability of the company to complete its other elevator in time.

Piel Bros. Starch Co. is building a large brick starch manufacturing plant at Indianapolis which will include a wood-working elevator and one steel tank, giving storage room for 75,000 bushels. John S. Metcalf Co. of Chicago is building the elevator. The entire plant will be run by electricity. It is expected the new plant will start about March 1, 1903. This will make Indianapolis a better corn market than ever.

MEETING AT ANDERSON.

Grain dealers of Madison county met in the parlors of the Hotel Anderson at Anderson, Ind., at 10 a. m., Nov. 14, to get out of the old rut of purchasing corn by the bushel.

The system of purchasing corn by the hundredweight was proposed by J. Wellington, seconded by H. G. Harting, and adopted unanimously.

O. J. Thompson of Kokomo gave a good talk on the hundredweight system, and, in behalf of S. B. Sampson, secretary of the Indiana Grain Dealers Association, who could not be present at the meeting, explained the workings of the Association. His demonstration of the benefits had a good effect on several dealers present who are not members of the State Association.

Anderson dealers had been losing money in buying new corn, and a lengthy talk followed as to what corn was worth per hundredweight. The general consensus of opinion favored Mr. Wellington's suggestion that dealers soon could afford to pay 46 cents.

J. L. Schalk, chairman of the meeting, was appointed to send card bids to a list of Madison county dealers.

Quick was slow in the gatherings—an hour late.

Joe S. will "chalk" the blackboard beginning Nov. 17.

Several ducks were in the puddle; and three were wild.

Wellington was called to the 'phone, and informed that a rock had gone thru the sheller. Just think of the result. Mr. Taylor said "Aiman."

Dealers present: J. L. Schalk, J. Wellington, E. G. Vernon, Anderson; W. H. Aiman, Mr. Taylor, Pendleton; P. Hagen, Fortville; Mr. Shetterley, Lapel; Geo. Lewis, Markleville; J. C. Daniels, Middletown; T. Groendyke, Linwood; O. C. Gordon, Summitville; Mr. Maloney, Yorktown; Mr. Parker, Daleville; H. G. Harting, Mr. Miller, Elwood; L. Urmston, W. H. H. Quick, Frankton; Geo. C. Wood, Windfall; O. J. Thompson, Kokomo.—Bix.

INDIANA LETTER.

At a district meeting of the Indiana Grain Dealers Association at LaFayette, Ind., recently Matt Schnaible was chosen permanent chairman and Robert Alexander of Buck Creek permanent secretary. A little local misunderstanding was explained and the grievance satisfactorily adjusted.

An enthusiastic meeting of grain men was held Nov. 14, at Valparaiso, and some misunderstandings that had reached serious proportions were explained so that harmony again rules in this locality. T. W. Swift of McLane, Swift & Co., Battle Creek, Mich., was present and joined the association, listing three Indiana stations.

A meeting of grain dealers was held

at La Porte, Ind., Nov. 19, to promote association work, interest in which is growing. At this meeting one company, operating seven elevators in Indiana, was represented by B. L. Coon, and enrolled the seven houses in the Indiana Grain Dealers Association. The next meeting of the dealers in the same district will be held Dec. 2 at South Bend.

The new members who have joined the Indiana Grain Dealers Association during the past two weeks are: J. C. Young, Michigantown; John W. McCordle, New Richmond; Advance Grain Co., Advance; Bernard Price, Crawfordsville; J. A. Lowe & Son, Bainbridge; D. L. Thompson, Dayton; O. W. Bishop, Williamsport; Winthrop Grain Co., Winthrop; McLane, Swift & Co., Hanna; Union Mills, Mill Creek, with headquarters at Battle Creek, Mich.; Gordon & Son, Summitville; Churchill-White Grain Co., of Chicago, stations at Hamlet, Knox, North Judson, San Pierre, Danville, Wheatfield and Conrad, and Murphy & Son, Zionsville.

A more thorough local organization of the dealers in that territory was effected at a meeting at Crawfordsville, Ind., Nov. 13. B. F. Crabbs of Crawfordsville was elected permanent chairman of that district and Bernard Price of the same place permanent secretary, and both will push forward the local work. A committee consisting of one dealer each from the Big Four, the Vandalia, the Clover Leaf and the Monon has been selected to establish uniform methods in this district and hear all local differences between dealers.

Ft. Wayne had two meetings of grain dealers Nov. 20. The Northeastern Indiana Association and Northwestern Ohio and Eastern Indiana Association following one another made practically a continuous session. The first named association was represented only by a few of the faithful. The situation at Columbia City is somewhat better, but there is room for great improvement in that territory. A thorough discussion was had of the division of territory between the two associations, and a motion was made to divide at the Indiana state line; but since not enough members were present to take action, the matter will come before the next meeting, Nov. 28, when it will no doubt be adopted.—H. B. O.

IOWA.

George L. Bowen is building an elevator at LeGrand, Ia.

Andrew Anderson has succeeded O. E. Moerke at Spencer, Ia.

L. Schomberg has succeeded A. P. Feltingham at Westside, Ia.

The Weare Commission Co. has opened an office at Iowa Falls, Ia.

W. D. Paton will continue the business of Paton Bros. at Milford, Ia.

The Fullerton Lumber Co. has succeeded E. B. Cook at Menlo, Ia.

The Atlas Grain Co. of Chicago has been incorporated at Des Moines, Ia.

W. E. Marvin has installed a new separator in his elevator at Oxford, Ia.

The Neola Elevator Co. has succeeded Dawson & Gudgeon at Kennedy, Ia.

Morton Bros. of Nebraska City, Neb., are building an elevator at McPaul, Ia.

F. T. Lapitz, Duncan, Ia., Nov. 13: Corn is poor and soft; hardly fit for market.

Clarence Howell has bought the grain elevator at Rose Hill, Ia., of J. W. Carden.

The Keokuk Cereal Co. will soon begin work on a 6,000-bushel starch factory at Keokuk, Ia.

The Western Grain Co., with J. S. Robertson as manager, has opened its elevator at Orchard, Ia.

The Lehan Grain Co. will soon begin to rebuild its elevator at Dunlap, Ia., which was burned recently.

F. Struve, Miles, Ia.: I find the Journal of great value to me in my business and would not like to be without it.

The Neola Grain Co. has recently overhauled its elevator at Ute, Ia., and installed a 16-h.p. gasoline engine.

George R. Spurgeon, who has charge of an elevator at Gray, Ia., and Miss Emily Wyland were married recently.

H. Van Deest has purchased the elevator of T. D. Froning at New Hartford, Ia., and took possession Nov. 1.

Martin Janssen of Cleves, Ia., has placed an order for a Hall Distributor to be installed in his elevator at that place.

B. C. Ragan has sold his elevators at Elliott and Stennett, Ia., to E. H. Van Schoiack, who formerly was in business at Elliott.

F. T. Lapitz, formerly manager for C. M. Gowdy at Duncan, Ia., has accepted a position as elevator manager at Montgomery, Minn.

The elevators which L. J. Mighell are building at Lanesboro and Lidderdale are not in Iowa, as stated in this column Nov. 10, but in Minnesota.

Chas. Wellik has succeeded F. T. Lapitz as manager of C. M. Gowdy's elevator and lumber yard at Duncan, Ia. Mr. Gowdy has recently placed a grain cleaner in his elevator.

L. E. Miller, who has had charge of T. D. Froning's elevator at New Hartford, Ia., will conduct Mr. Froning's business at Sinclair, Ia., where he will also have charge of a lumber yard.

The Atlas Elevator Co. is building new corn cribs in connection with its elevator at Buck Grove, Ia. Mr. Doyle has recently succeeded Ben Quathmier as manager for the company at Buck Grove.

Kyle & Son have enlarged their elevator, built a large cob house, and installed new elevating machinery and a corn sheller in their house at Shenandoah, Ia., and are ready for the new corn crop.

C. C. Buck of Toledo, Ia., has purchased the elevator and lumber business of C. L. Kinney at Hubbard, Ia., and Dec. 20 will take possession, moving to Hubbard and conducting the business himself.

The Neola Elevator Co. has purchased the fourteen elevators along the branch of the Milwaukee road between Storm Lake and Des Moines, Ia., formerly operated by Pease Bros., who will still retain their elevators on the Great Western.

Richardson & Co.'s elevator at Fort Madison, Ia., is being pushed rapidly to completion. The main elevator will be 22x30 feet and 75 feet high. Besides this there will be a brick engine house, a cob house, an office and other small buildings. C. A. Johnson, formerly with the company at Galesburg, Ill., will soon move to Fort Madison to take charge of the elevator.

J. R. Sage, director of the Iowa Weather and Crop Service, says: From reports I have received on acreage and yield I would say that the total for the state in all kinds of corn will be somewhat larger than the government reports would indicate, probably close to 300,000,000 bushels,

but the quality will be away off compared with our average crops. Last year we had 227,000,000 bushels of splendid corn, but the year before we had 345,000,000 bushels of corn nearly as good.

IOWA DEALERS MAKE MERRY.

Members of the Southwestern Iowa and Northwestern Missouri Grain Dealers Association met at Atlantic, Ia., Oct. 31, to adjust differences at various stations. Atter G. A. Wells, secretary of the Iowa Grain Dealers Association, had called the meeting to order the matters in dispute were readily smoothed over.

Business having been disposed of thus early the dealers proceeded to fill in the evening with sport. Their diversion took the form of a Halloween party. At the invitation of L. T. Spangler the entire party adjourned from the Park hotel to his office to partake of a little supper. The time-honored custom of bobbing for apples had to be changed for the lack of the fruit to that of bobbing for pickles. In this contest the prize went to Mr. Leake, who got away with more pickles than any two present.

Mr. Dunn took the lighted candle, and, advancing toward the mirror, expected to find therein reflected his sweetheart. So many figures were reflected therein that it was hard to decide in this class. Numerous other pastimes were indulged in before those present undertook to do justice to the sumptuous spread.

Mr. Sievers proved himself a true descendant of the Teutonic tribe by his ability as a dispenser of beverages.

The party did not break up until an early hour.

Among those present were: A. J. Leake, Thos. Musson, Matt Johnson of Audubon; D. Rothschild of Davenport; Mr. Cheney of Massena; C. H. Cooper of Hancock; N. M. Turner of Cumberland; A. C. Savage of Adair; D. Hunter of Hamburg; W. C. Sievers, I. T. Spangler of Walnut; J. A. Campbell, L. T. Spangler, Mr. Henshaw, Mr. Ringle and Mr. Dunn of Atlantic; Edward Hymers of Rumsey & Co., Chicago, and Geo. A. Wells, secretary of the State Association, Des Moines.

KANSAS.

Boulware & Webster, Utica, Kan., Nov. 12: Crops never better.

The Claflin Elevator Co. has succeeded the Claflin Grain Co. at Utica, Kan.

The Farmers Co-operative Grain & Live Stock Co. will hold a meeting Dec. 3 at Topeka, Kan.

W. T. Shields, Groveland, Kan., Nov. 20: Wheat crop never better at this season of the year.

The Bennett Commission Co. has built two grain bins at Lecompton, Kan., on the Santa Fe road.

R. L. Housel, Bucklin, Kan., Nov. 7: No grain here to ship out; will ship in corn and oats; wheat about all shipped out.

L. A. Sherrard, A. O. Kendall, Adam Becker and C. A. Schoup, feed dealers, have nearly completed an elevator at Meriden, Kan.

C. S. Wilson, Lyndon, Kan., Nov. 13: Corn in this vicinity still remains soft and hardly in condition to ship; will require a good freeze to help it any.

J. M. Miller, Kiowa, Kan., Nov. 14: Plenty of moisture in Barber county, and growing wheat looking fine; will go into the winter in fine shape; about an average acreage sown.

Bedley Bros. of Gardner, Kan., are do-

ing a scoop shovel business at Imes and Rantoul on the Missouri Pacific. The regular dealers at these points are Hall & Robinson and W. S. Williams.

C. S. Wilson of Lyndon, Kan., has been making repairs on his elevator during the summer and is now in good condition to handle his business with plenty of bins, cribs and other storage room.

Brown, Hedge & Co., Perry, Kan., Nov. 16: Corn is not turning out as well as expected in this part of the state; some farmers through shucking; very wet here; wheat needs cold weather as the fly is working on it.

The Midland Elevator Co. has closed its house at Walker, Kan., and Wm. Volgelgesang, the agent, has been removed to Onaga. The company has recently put in new cribs at Onaga and Ravensville, where R. J. Colwell is agent.

Secretary F. D. Coburn writes: The State Board of Agriculture on Nov. 21 issued its summary of the agricultural, horticultural and livestock products of Kansas. The yield of winter wheat was 54,323,839 bushels. The area sown, as returned by township assessors in March was 6,254,474 acres. The area reported as probably sown for next year's crop is 6,020,103 acres, being a decrease of 234,644 acres or 3.7 per cent below last year's sowing, which was much the largest ever reported. The soil and weather conditions for its prosperity have been unusually favorable, and the even, wholesome and not too rank growth presents a prospect most promising, barring unpleasant reports from numerous localities of "yellow spots" in the fields, chargeable to the presence of Hessian flies in greater numbers and activity than before observed in the state. The prolonged autumn weather has afforded these pests unusual opportunities for working mischief, and their activity has, in some counties, caused no little disquietude. The shrinkage in spring wheat sowing so conspicuous annually of late years is again strikingly in evidence, this year with but 45,293 acres, and a yield of 325,397 bushels worth \$155,546. The corn area of 6,990,764 acres (which includes the 5,919,590 acres reported by assessors, plus 1,071,174 acres of the plowed-up wheat land stated by correspondents as having been planted in corn) yielded 201,367,102 bushels. The yield of oats is nearly 60 per cent greater than last year's, or 32,956,114 bushels, and the largest since 1892. The quantity of old corn in farmers' hands March 1 was 7,724,942 bushels. The year before it was 35,121,339 bushels, and two years before 48,252,667 bushels. The quantity of old wheat in farmers' hands March 1 was 9,664,595 bushels; the year previous 7,996,555 bushels, and two years previous 4,824,828 bushels.

KANSAS LETTER.

Samuelson & Nelson of Hiawatha, Kan., are extensively repairing their elevator property at that point.

J. Jensen, formerly in the grain business at Leona, Kan., expects to locate at some point in the state.

F. P. Lint, representing the Greenleaf-Baker Grain Co. of Atchison, has been quarantined at his home, his little son being ill with scarlet fever.

P. Harrison & Co., with headquarters at Belleville, and elevators at Agenda and Cuba, expect to dispose of their houses, Mr. Harrison desiring to remove to California.

We regret to report the death of the little son of A. D. Blanchard, who is in

the grain business at Bennington, Kan. The child while playing fell upon a sharpened wagon rod and was killed.

For the purpose of closing the partnership heretofore existing between W. D. Kuhn and Geo. S. Linscott under the firm name of W. D. Kuhn Grain Co., Holton, Kan., the partnership property will be sold on Nov. 25. This includes the 20,000-bushel elevator at Holton with gasoline engine and other machinery, also 18,000-bushel elevator at Ontario and 7,000-bushel elevator at Basehor.

Among those who have lately become members of the Kansas Grain Dealers Association are: Cooper & Linn, Humboldt, Neb.; Inman Milling Co., Inman, Kan.; Foster Grain Co., York, Neb., elevator at Norcatur, Kan.; Kramer Bros., Wellington; Stuckey-Wilson Grain Co., Coffeyville; McLouth Elevator Co., St. Joe, Mo.; Perry N. Allin Grain Co., Coffeyville; McLouth Mill & El. Co., McLouth; A. Johnson & Son, Cleveland; D. H. Ferguson & Co., Burr Oak; Lanzrath & Greenheck, Nortonville; J. E. Andrews, Marysville; Berkley & Smith, Hamlin; W. M. Chelf, Phillipsburg; Hauck Bros., Valley Falls; Neil McLeod, Valley Falls; Johnson & Leuck, Neta-waka.—A. M. D.

KENTUCKY

Goff & Bush, Winchester, Ky., Nov. 17: Good acreage of small grain sown with us, which has made good growth and will go into the winter in good condition.

M. C. Smith, Nicholasville, Ky., Nov. 14: Corn crop more than average and selling at 35 cents per bushel; wheat not more than half crop, selling at 70 cents per bushel; no oats, rye or barley for sale here; hay crop good, worth \$12 and \$13 per ton; clover worth \$10 and \$11.

Underwriters last spring raised the rates on distilleries 25 per cent, but failed to enforce the higher rate, the distillers having strenuously objected. To resist any further encroachments by the insurance companies the distillers of Kentucky will organize a mutual company at a meeting to be held Nov. 25 at the Galt house, Louisville.

MICHIGAN.

J. R. Hall, Bellevue, Mich., Nov. 14: Corn turning out better than expected; average about 47 bushels to the acre.

Watson & Frost have put a buckwheat flour mill in their elevator at Grand Rapids, Mich., thus adding a new branch to their business.

Every elevator at St. Johns, Mich., is filled to the brim and no more grain will be received. No cars seems to be the universal complaint at this season of the year.

Bromfield & Colvin of Bay City, Mich., inform us that Charles Kemp and others have purchased the Unionville Elevator & Mills at Unionville, Mich., of J. C. Liken & Co., and will build an entirely new elevator.

Fred M. Warner, secretary of state, Lansing, Mich., in his crop report issued Nov. 10, gives the general condition of wheat throughout the state, compared with an average, as 83. A large part of the crop was sown very late this year. This was due principally to the fact that it rained almost continuously at a time when a large amount of wheat would naturally be sown. All wheat sown prior to this rainy season has made good growth although there are some reports of its having been damaged by the Hessian fly.

Wheat sown late is small, but healthy and will probably go into the winter in fair condition. The average yield of corn throughout the state is estimated at 25 bushels. This is the measure after it is shelled. Weather during the summer has been rather unfavorable for this crop, and this is especially true during October since the conditions were such that corn failed to ripen. Corn cut early, before the heavy rains, was badly damaged; some of it is moldy and much of the fodder spoiled. During the three months ending Nov. 1, farmers marketed 1,445,434 bushels of wheat, an increase of 220,953 over the amount marketed during the corresponding months of last year.

MINNEAPOLIS

The Lahart Elevator Co. of Minneapolis, Minn., has purchased a 12x36 Corliss engine made by the Allis-Chalmers Co.

Demand for immediate delivery is so good that Minneapolis elevators find it difficult to earn carrying charges on wheat.

A. B. Lewis, formerly in the employ of the Barnett & Record Co., has accepted a position as superintendent of the International Elevator Co. of Minneapolis.

The Huhn Elevator Co. has purchased a large piece of land in the southern part of Minneapolis, which it will hold until it is needed for the enlargement of the plant.

The Washburn-Crosby Co. on Nov. 20 bonded its Humboldt mill at Minneapolis in the sum of \$50,000, to grind nothing but wheat imported from Canada and re-shipped for export.

The large brick storage tank which the W. S. Cleveland Elevator Building Co. is erecting in connection with the working elevator of the Huhn Elevator Co. at Minneapolis will have a capacity of 50,000 bushels. Twenty of these will be built.

The Great Eastern Elevator Co., of Minneapolis, Minn., has given the U. S. Treasury a bond for \$30,000, to guarantee that Canadian oats imported and stored in elevator H, will be kept separate, eventually to be ground into oatmeal and exported.

Charles S. Wright, for 18 months flaxseed buyer on the Minneapolis Exchange for the American Linseed Oil Co., has removed to Portland, Ore., where he will succeed the late Marcus Simpson, as manager of two mills owned by the company and located at Portland and San Francisco. M. S. Grover will succeed Mr. Wright as flaxseed buyer.

MINNESOTA.

Charles Schleicher has begun to build an elevator at Millville, Minn.

The Peavey Elevator at Hadley, Minn., was closed Nov. 1, for the season.

Jameson & Havener will build an \$8,000 grain elevator at St. Paul, Minn.

Elco, a new town not yet on the Minnesota map, already has one elevator built and another talked of.

O. J. Hill of Hancock, Minn., informs us that A. Oversted will erect a large elevator to replace his smaller house.

W. A. Forsaith has recently installed a No. 4 Monitor Grain Separator and an 8-h.p. gasoline engine in his elevator at Hadley, Minn.

W. A. Forsaith, Hadley, Minn., Nov. 12: Threshing completed and crop was fair; average crop; corn very poor; very little sound enough to crib.

The Western Elevator Co. has recently

built a new driveway in connection with its elevator at Lysne, Minn. New elevating machinery and a dump scale have also been put in.

Three grain houses near Faribault, Minn., are to be torn down, the elevator formerly owned by John Helberg and two flathouses, one of them formerly operated by the St. Paul & Kansas City Grain Co.

A co-operative farmers' elevator company has been organized at Lafayette, Minn., and it intends to build a new elevator or buy one of the line houses. J. K. Peterson is president of the company and P. E. Retrum, secretary.

The grain and milling interests of Minnesota are to be congratulated on the election of C. B. Shove, president of the Millers and Manufacturers Insurance Co., to the Minnesota Legislature. Laws inimical to the large interests the colonel represents will not be sneaked thru.

The elevator, feed mill and store of the Appleton Flour, Fuel & Feed Co. at Appleton, Minn., was completely destroyed by fire on the morning of Nov. 8. A large quantity of wood and the machinery was included in the loss of \$4,000. Insurance, \$1,500. M. Dalrymple operated the plant.

J. R. Flaughter, after 20 years with the Peavey Elevator Co., has been obliged on account of failing health to resign his position, and has located at Le Mars, Ia. While with the company he has been situated at various points and for the last eight years has been grain inspector at Duluth. He is now over 70 years old.

Receipts at Duluth during October amounted to 16,685 cars of wheat and coarse grains and 7,523 cars of flax. Shipments for the same period were 10,243,591 cars of wheat and coarse grains and 5,424,290 bushels of flax. Total receipts at the inspector's office were \$22,502 and were the largest ever received for one month.

MISSOURI.

T. R. Landrum, Waverly, Mo., Nov. 17: Corn crop fine.

Memberships in the St. Louis Merchants exchange are selling at \$400.

S. G. Barr has begun the erection of a feed mill building at Laredo, Mo.

J. J. Wiles of Laclede and Messrs. Payne & Savage of Creston have entered the grain business at Laclede, Mo.

The elevator interests and the directors of the St. Louis Merchants Exchange hold a conference Nov. 25 upon official weighing.

Broadnax & McLiney of Kansas City, Mo., are receiving shipments from scoop shovellers at points on the Missouri Pacific road.

The plant of the Michigan Cereal Co. at St. Louis, Mo., was destroyed by fire, Nov. 15, causing about \$30,000 loss. Insurance \$10,000.

The John I. Glover Grain Co. is enlarging the Frisco Elevator at Kansas City, Mo., by erecting two 100,000-bushel tile storage tanks.

Oliver Wyatt has been employed as manager of the elevator and corn shelling plant owned by J. H. Kracke & Co. at Blairstown, Mo.

The enterprising dealers of Missouri will gather at Moberly, Mo., at the Wash Depot Hotel, Thursday, Dec. 4, to join the Grain Dealers Union.

Brodnax & McLiney, the operators of the Memphis Elevator at Kansas City, Mo., are building two tile storage tanks

which will have a combined capacity of 200,000 bushels.

J. M. Irving is building an elevator at Macon, Mo., and will equip it with corn shellers and other machinery. The work has been delayed on account of his inability to obtain lumber.

F. J. Wright has resigned his position as manager of the Missouri Grain Co., Moberly, and has been succeeded by L. B. Wilcox of Kansas City, formerly with the Parker Grain Co.

Any information regarding fares to Moberly, Mo., to attend the celebration of the opening of the Missouri Grain Co.'s new elevator, Dec. 4, can be obtained by writing to the company.

Stanley, Farr & Poore, Wakenda, Mo., Nov. 20: Best corn crop since 1875; will grade as soon as we get a freeze; wheat never looked better though not as large a crop as usual was sown this fall.

J. P. Leiss, formerly agent for H. H. Steele at Jasper, Mo., has decided to enter the grain trade on his own account and will build a 20,000-bushel elevator at Jasper, which will be run by a 20-h.p. gasoline engine.

Stanley, Farr & Poore, successors to H. C. Stanley & Co., have the only elevator at Wakenda, Mo. A new one has recently been completed just outside the city which has a capacity for shelling and loading 10,000 bushels of corn per day.

The Christie Grain & Stock Co. of Kansas City, Mo., has increased its capital stock from \$100,000 to \$250,000. This increase in the capital of the Christie concern is very strange, as it always has been supposed that bucket shops needed no capital other than that lost by suckers.

G. L. Graham & Co. have succeeded the Dayton-Wooster Grain Co. at St. Louis, Mo. This is merely a change in name as the former firm has had charge of the business since June 1, when it assumed the management on account of the illness of Mr. Dayton, which is the cause of the Dayton-Wooster Grain Co.'s discontinuing.

St. Louis grain receivers hope the Illinois Railroad and Warehouse commissioners will take a different view of the \$2 reconsignment charge from that held by the Missouri Commissioners. If the strong protest against the charge has any effect upon the Illinois Board the extortion will cease east of the river.

The death of Dennis J. Kennedy, well known among grain commission men at St. Louis, occurred recently. Mr. Kennedy was a confidential member of the firm of T. B. Carruthers & Co., which ten years ago carried on an extensive trade in grain on the floor of the Exchange. He was 46 years old and leaves a widow and two daughters.

The Hudnut Hominy Mills at St. Joseph, Mo., were destroyed by fire Nov. 12. The building was valued at \$10,000 and stock between \$5,000 and \$10,000. The greatest loss is on the machinery, which was valued at \$75,000 or \$80,000, making the total loss about \$100,000. Mr. Robinson, the manager, is confident that everything was fully insured.

Creditors of the Moore Grain & Elevator Co., Kansas City, Mo., have accepted the offer of 45 per cent. The reorganized business will be conducted by S. C. Woodson. An indirect cause of the company's failure was the suspension of the Odendahl Commission Co. of New Orleans, La., which led the banks at New

Orleans to scan more closely the collateral presented by other grain firms.

The following dealers in the state of Missouri have notified Secretary Stibbens of the Grain Dealers Union that they will attend the meeting to be held at Moberly, Mo., Dec. 4: Cobb & Verner, Odessa; Baggary Milling Co., Odessa; B. C. Torbett, Rush Hill; E. H. Algermissen, Montgomery City; Moore & Lee, Old Franklin; H. F. Kircher, Luray; J. H. Wayland & Co., Salisbury; Silder & Pierson, Laddonia; D. N. Burruss, Miami; Ed. Willoughby, Windsor; Mudgett & Henry, Blythesdale; S. J. Leach, Salisbury; Heyem & Thompson, Langdon; F. S. Brownfield, Craig; Armstrong Mill & El. Co., Armstrong; J. E. Bridges, Slater; M. F. Hackett, Fairfax; A. F. Owen & Sons, Brunswick, and J. H. Wooldridge, Boonville.

The response of the Missouri dealers to the invitations to become a part of the Grain Dealers Union of Southwestern Iowa and Northwestern Missouri has been very gratifying to President Hunter and Secretary Stibbens. Accordingly notice was immediately given that a first meeting in the new territory would be held Nov. 25; but when it was learned that the Missouri Grain Co. would have its new elevator at Moberly, the place of meeting, completed soon after that date, a new date was selected, Thursday, Dec. 4, when the Missouri Grain Co. intends to run excursions of grain dealers to Moberly in order that the dealers may inspect their elevator. The change in date will enable many additional dealers to attend. Inquiry should be made of local station agents in regard to rates that will be in effect on that date.

Renewed efforts on the part of the St. Louis Merchants Exchange may bring the public elevators under such control, to prevent a recurrence of wheat deliveries to millers, that create scandal in the trade and give St. Louis an unenviable reputation. The elevators that have a reputation for being reliable are anxious that loosely conducted elevators be deprived of the opportunities they have had to dope wheat, deliver it to innocent millers, cover up their tracks and escape punishment. An elevator that can get away with ill-gotten gains and avoid punishment is a menace to all reliable elevators and to the reputation of the city. At first, hostile efforts were made by the elevators against giving additional bond to the Merchants Exchange and the right of the Exchange to declare offending elevators irregular was not relished, but the prospects for the elevators being brought under such control as is necessary to effect a permanent betterment, are exceedingly good.—Modern Miller, St. Louis, Mo.

NEBRASKA.

Will Beardsley is now agent for the Central Granaries Co. at Odell, Neb.

Hugh Wright has taken charge of the Anchor Grain Co.'s elevator at Hartington, Neb.

J. H. Rosenfelt & Son have bought the elevator and business of the Central Granaries Co. at Cambridge, Neb.

The Urdike Grain Co. of Omaha, Neb., will install an improved Hall Distributor in the elevator at Anoka, Neb.

After eighteen years' service as agent for the Urdike Grain Co. at Creighton, Neb., Wm. Anders is taking a well earned vacation.

The new elevator at So. Omaha, Neb., belonging to the Union Stock Yards Co.,

will be equipped with an improved Hall Distributor.

Richard Heinen has purchased the elevator and grain business of David Black at Spring Ranch, Neb., and took possession Nov. 1. He will also deal in stock.

The elevator recently completed at Dannebrog, Neb., has been leased by N. E. Jensen, who is characterized in the local paper as an old and reliable grain dealer.

Kent & Burks inform us that C. R. Wright, who has been a grain dealer at Genoa, Neb., for the past two seasons, has sold his 25,000-bushel elevator to Mr. Osberg.

The Duff Grain Co. at Upland, Neb., office at Plattsmouth, Neb., and Geo. E. Sayles will be in charge, superintending the elevators at Oreadopolis, Culloom and South Bend.

The North Nebraska Grain Dealers Association held a meeting at Norfolk, Neb., Nov. 13, in the Oxnard Hotel. The chief topic of discussion was the condition of the crops.

The Duff Grain Co. at Upland, Neb., has been obliged to build larger cribs in order to store the corn which they are receiving from the farmers, taking 85 pounds to the bushel.

Several elevators in Nebraska along the line of the Kearney & Black Hills road have been obliged to stop buying grain on account of not being able to secure cars in which to ship.

Nye-Schneider-Fowler Co., Howells, Neb., Nov. 15: Average yield of corn about 45 bushels per acre; about 25 per cent is soft corn which will be used for feeding purposes; no old corn on hand.

Henry Bartling, who for some time has had the management of the company's elevator at Julian, Neb., has returned to Nebraska City, to assist with the business of the Bartling Grain Co. at headquarters. Harry Cook has taken his place at Julian.

The elevator of the Jaques Grain Co., at Ashton, Neb., was destroyed by an incendiary fire at midnight, Nov. 6. About 6,000 bushels of grain was burned. The same rascal tried to burn E. G. Taylor's elevator, but it was saved. The mad act of the incendiary, a scoop shovel man, is described in another column of the Journal.

Power Bros., Humboldt, Neb., Nov. 17: We are having a very wet fall in this section of the corn belt and corn husking has been delayed; farmers are unable to get into the fields, as they are too muddy and soft to haul a load of corn out of; what little corn we have received is wet, and neither fit to hold or ship; wheat has been very poor in quality, most of it grading No. 4; receipts of this kind have been quite liberal but are now falling off; corn is not husking out as well as expected.

NEW ENGLAND.

Frank B. Mills has engaged in the grain and feed business at Pittsfield, Mass.

Some New England buyers have oats on hand bought last July and are slow to purchase more.

L. H. Southworth of West Stoughton, Mass., informs us that T. Guild, who last year leased the Dennis Elevator, is selling out his grain and will discontinue business.

Joseph Sidwell, Jr., died at his home at East Boston, Mass., after an illness of two months. He was deputy inspector

of grain for the Boston Chamber of Commerce for several years.

J. Cushing & Co. of Fitchburg, have purchased the grain business of C. L. Keefe at Waltham, Mass. Besides their main office at Fitchburg, the firm operates at Cambridge, North Cambridge, Hudson and Winchendon, Mass., and Keene, N. H.

NEW JERSEY.

F. A. Champlin & Co., receivers and shippers of Newark, N. J., report a largely increased business and trade very good. The recent failure of A. E. Howe & Co. also has helped them.

NEW YORK.

Brown & Compton are erecting an elevator at Romulus, N. Y.

Baldrige & Walker are building an elevator and barn warehouse at MacDougall, N. Y.

E. A. Kellogg will build a large grain storage elevator at Eagle Bridge, N. Y. The increase of business has made this necessary.

Conway W. Ball, president of the Merchants Exchange Clearing House at Buffalo, N. Y., and Miss Mira A. Willey of Spencerport were married Nov. 11.

The Buffalo Cereal Co. of Buffalo, N. Y., in order to supply its orders, has been running its plant night and day. At the beginning of the new year the output will be largely increased and more machinery is being installed.

Fire, supposed to have been caused by spontaneous combustion, was discovered Nov. 7 in Niagara Elevator B, on the Western Transit line at Buffalo, N. Y., and though the building was saved, the flames, smoke and water caused about \$7,000 loss on building and grain. The elevator is owned by the New York Central road.

BUFFALO LETTER.

Canal improvement interests are active. It is said that Gov. Odell already has outlined a bill that will be satisfactory to the canal men and will put it through the legislature the coming winter.

Some new corn is now coming in by rail. If it is raised far enough west and south it is in fine condition, but that from Ohio or Indiana is still very wet and will not grade above 3 as a rule.

Wet-grain dealers complain that there is very little for them to do this fall. The cargoes come in dry. The shortage of hard coal for drying grain is over, but there is not satisfaction in that so long as there is nothing to do.

Inspector Shanahan finds the oats in small quantity, with the quality somewhat improved, though one of the buyers for a cereal company said the other day that he saw but little change for the better. The oats were about as bad as ever.

All reports point to a still bigger run for the cereal companies, local as well as others, than ever before. Buffalo has a few very large concerns of this sort and only wishes that the straight flour miller was doing as well as they seem to be.

Car grain is moving about as slow as at any time this year. The entire Merchants Exchange inspection for last month was only 1,225 cars on track, though the cars out of elevator, 1,944, show an increase. When the lakes close the car movement will increase materially.

The option traders are making a fine record of late in spite of the rumors of

corners. If they can make the new venture go for a considerable time as it has started in there will be no doubt of its permanency. The clearances have run up to about 500,000 bushels a day for a week.

The city maltsters are already in fine form for the winter business. Such of them as were short of hard coal have it laid in now and every house but one, the Scheu, is active. An enthusiastic maltster in the list says that the output of Buffalo for the season will be fully 5,000,000 bushels.

Prospect is for a good holding of grain in elevator here this winter, though the vessel owners are somewhat put out over an effort on the part of the rail elevators to force all floating grain into elevator by refusing winter dock room to loaded vessels. As elevator charges are as much again as vessel charges there is reason for the feeling.

The Merchants Exchange is again on record as in favor of reciprocity with Canada and on the 20th passed strong resolutions to that effect. No points were specified, but there is some excellent wheat and barley raised on that side of the line that our merchants would be more than pleased to handle if they could get around the duty on it.

The elevators are still pretty badly handicapped by lack of insurance, which shuts business off the wooden houses more than the car shortage does. So afraid are the home companies of this class of risk that insurance has had to be obtained from London. The steel houses are in this still further ahead of the wooden than on general principles.

The insurance companies cut down the canal season again, as is usually the case. Insurance on grain to New York stopped on November 18th, but the extremely warm weather induced the canal superintendent to extend the official closing time a week. The insurance agents, however, remembered that a sudden freeze-up last fall, after a mild spell, caught a large canal fleet and held it all winter. So there was no insurance extension. Way business will continue all the month.

A meeting of the State Milling Association was held at Rochester Nov. 11, at which W. H. Duffett of the J. A. Hinds Milling Company of Rochester was elected president; H. F. Shuttleworth of the Banner Milling Company, Buffalo, vice-president; W. Quackenbush of New York, secretary, and E. D. Ingram of the Thornton & Chester Milling Company, treasurer. The meeting was called with the idea of forming a new association, but this was given up as soon as it was found that the majority of the attendants were affiliated with the old association.—J. C.

NORTH AND SOUTH DAKOTA

R. A. Grams has purchased an elevator at Bowbells, N. D.

The Sioux Elevator Co. has purchased a site on which to erect an elevator at Vermillion, S. D.

The Northern Grain Co. has purchased the elevator of J. J. Mullaney at Beresford, S. D. Peter Riley will be retained as manager.

Tanton & Todd of Grand Harbor, N. D., inform us that the St. Anthony & Dakota Elevator Co. will put a Monitor Cleaner in its elevator.

The Farmers Elevator Co. has decided to build a new elevator at Mount Vernon, S. D., to replace the one which was wrecked recently by the weight of grain

stored therein. The building will be 26x31 feet and 37 feet high and will contain ten grain bins, with a combined capacity of 20,000 bushels.

OHIO.

The Ohio Grain Dealers Association now has 350 members and is growing.

B. B. Hoffman has purchased the elevator of Ben Plummer at Coldwater, O.

Jones & Jones are installing larger boilers in their elevator at Mt. Sterling, O.

Mr. Woods is interested in the erection of an 8,000-bushel starch factory at Columbus, O.

Weimer & Sons are remodeling their elevator at Rosewood, O., and increasing the capacity to 40,000 bushels.

H. E. Rhoades, manager Tiffin Grain Co., Tiffin, O., Nov. 19: Clover seed badly damaged; about one-third threshed.

J. C. & W. Duncan, Killbuck, O., Nov. 11: We mill all wheat received at this point; not much oats or corn received; nearly all fed since stock is valuable.

The regular grain dealers at Columbus Grove, O., are Jerome Elliott, successor to E. Henderson, Hooper & Co., and Turner Bros., successors to A. Crawford.

A. Crawford, Columbus Grove, O., Nov. 17: Corn crop large but corn not yet dry enough to ship and will not be until we get a good freeze; wheat looking well.

The Excel Blend Cereal Co. has been incorporated at Cleveland, O., with \$10,000 capital stock. Incorporators: J. W. Van DeWeen, Wilbur H. Hyde, and others.

Dudley & Co., Wren, O., Nov. 22: Corn moving very slowly owing to its being so damp; unless we have favorable weather soon, none will be fit for December delivery.

Wm. H. Lewis, at one time partner of George Perett at Bowersville, O., has purchased the elevator at Reesville, O., of C. Rhonemus, and has made various improvements.

J. W. McCord, Columbus, Nov. 20: Reports are coming in from all parts of the state showing that the corn, or at least the greater portion of it, is not in condition to crib, much less to shell and ship.

Jno. McDonald, with the Midland Grain Co., Washington C. H., O., is quoting prices to farmers loaded into cars at Jeffersonville and nearby points. He operates an elevator at Washington C. H. only, hence is not a regular shipper elsewhere.

W. A. Dayt Co., New London, O., Nov. 19: Corn very poor and soft; wheat crop good but some of poor quality; oat crop fair, about one-third of crop sold; winter wheat now in ground, small acreage, but very forward; about one-half crop of potatoes.

The "NEW CORN-PERISHABLE RUSH" cars recommended by the Ohio Grain Dealers Association are being provided by prospective shippers, but the weather has been so bad and corn continues in such poor condition that conservative dealers hesitate to ship even in cars covered with Rush cards.

H. E. Rhoads, manager of the Tiffin Grain Co., Tiffin, O., Nov. 19: We have to contend with a good deal of musty wheat; very little wheat coming to market; corn is of poor quality, none being of contract grade; millers short in good milling wheat and bidding up price.

An attempt was made Nov. 8 to burn

Nutt Bros.' elevator at Urbana, O. This is the second attempt within a short time, the first having been made Oct. 19. It is believed that both attempts were made by the same person and if he is caught, he will get a well deserved punishment.

W. R. Worts has resigned his position with Churchill & Co. to form a partnership with Arthur Emmick, formerly of the Travis-Emmick Co., under the name of Worts & Emmick, with offices in the Produce Exchange at Toledo, O., and will begin business Dec. 1 with the best wishes of a host of friends.

The property of the old grain firm of Quale & Lloyd was recently sold at auction. The Toledo Grain & Milling Co. secured the elevators and corn cribs at Grelton for \$5,005 and the corn cribs at West Hope for \$325. The elevator property and corn cribs at Waterville and Bailey were purchased for about \$800 by W. P. Adamson of Roachton, O.

Elevator A on the C. H. & D. Ry., at Toledo, O., formerly one of the best and largest grain elevators in the country, will soon be torn down. The building was erected about 35 years ago and has a capacity of 200,000 bushels. Now, as the elevator has no patronage and the machinery is out of date, the company will sell it to the highest bidder in order to clear the ground.

In unorganized territory in the southern part of Ohio the dealers have been fighting each other with high prices and by taking in corn not fit for the market nor even for storage in the car. These dealers now are stocked up with high priced corn not fit to handle, and will be in bad position to handle good corn when offered. The officers of the associations have invited the southern dealers to get together, but so far without result.

J. W. McCord, Columbus, O., Nov. 19: The new corn situation does not improve. The weather is not favorable for curing and drying and the condition of it now is no better than it was two weeks ago. Cars are scarce and one of the largest grain carrying roads, the P. C. C. & St. L., has given notice that no shipments of grain or hay will be accepted until they get the present congested condition which exists at Pittsburg and east of there cleaned up. So it will probably be a week or ten days before shipments will be received on that system. Dealers all over the state, especially in organized territory, are alive to the dangerous situation and I think the losses on account of hot corn will be almost wholly eliminated this year.

The meeting of the Miami Valley Grain Dealers Association, held in the Arcade Hotel at Springfield, O., Nov. 12, was largely attended, about 80 dealers being present and five counties represented, Clark, Champaign, Auglaize, Miami and Shelby. The meeting was called to discuss ways and means of securing better transportation facilities for moving the new corn crop. The crop this year is larger than usual and even were it not a sufficient number of cars could not be obtained, as the railroads do not increase their rolling stock in proportion to the demand. J. W. McCord, secretary of the Ohio Grain Dealers Association, gave an address on the subject. On account of ill health H. M. Allen, the secretary, found it necessary to resign and M. W. Miller, who is with the Spencer-Slauson Grain Co. at Piqua, was elected to the vacant position. The other officers are: President, Grant McMorran of St. Paris,

and treasurer, E. A. Brecount of Fletcher. Every grain dealer with one exception and every miller with one exception, now doing business in the territory covered by the association, is a member. They are working together harmoniously and their conservative action on the new corn has no doubt been a great saving to the dealers.

Secretary J. W. McCord of the Ohio Grain Dealers Association informs us that the Association has the following territory covered with district associations, which are affiliated with the state association, and it in turn has affiliated them with the National. Commencing at Sandusky, down a line south to Newark, and from Newark west to the Indiana line; the territory thus bounded is covered by six district associations: "The North Western Ohio Millers and Grain Dealers Association," "The Middle Ohio Grain Dealers Association," "The Miami Valley Grain Dealers Association," "The Western Ohio Grain Dealers Association," "The North Western Ohio Grain Dealers Association," and "The North Western and Eastern Indiana Grain Dealers Association." No inducement could be offered the members of these associations that would cause them to go back on the old plan of taking everything offered in the grain line at a fraction more than his neighbor, in order to be sure of getting it and doing business. The grain they buy is bought at a good profit, and under satisfactory conditions and regulations as to grade. This condition should obtain with the territory now unorganized, covered by Franklin, Pickaway, Fairfield, Madison, Fayette, Greene, Clinton, Ross, Pike, Scioto, Warren, Butler and Montgomery counties. As long as this territory is not organized into, say two district associations and the dealers work in harmony and with safety, so long will the dealers be buying just because their neighbors do, without much show for profit and comfort in handling this unsatisfactory crop of corn.

PACIFIC COAST.

Stern & Goodman have recently completed a large grain warehouse at Santa Ana, Cal.

The strike of grain handlers at the Oceanic Dock, Portland, Ore., has been declared off.

The Washington Commission Co. has been organized at Tacoma, Wash., to conduct a produce and commission business.

The San Francisco Breweries, Ltd., has decided to rebuild its malt house, which was recently destroyed by fire at San Jose, Cal.

The Chamber of Commerce of Portland, Ore., has set the standard weight of blue stem wheat at 59 pounds per bushel, against 60 pounds last year.

The Pioneer Flouring Mill Co. has made arrangements for the rebuilding of its plant, which was burned recently at Island City, Ore. The plant will include a mill building, a large grain elevator and a large warehouse.

Two grain buyers at Pomeroy, Wash., N. D. Knettle and M. H. Hauser, engaged in a fist fight recently. Mr. Knettle was formerly agent for the Pacific Coast Elevator Co.

A. J. Solberg, manager for the Seattle Grain Co., is making preparations for the erection of a 400-barrel steam flour mill plant at Lind, Wash. The plant will include the mill proper, flour sheds and a large steel tank elevator.

W. A. Wilmar, agent Southern Pacific Milling Co., San Miguel, Cal., Nov. 5: Season of 1902-3 is opening favorably for farm work and with the large area summer fallowed the wheat acreage will be large and prospects are good for a record breaking crop.

Messrs. Lombard and Cohn of the Tekoa Co. of Tekoa, Wash., have sold out their mercantile interests and will devote their entire time to the grain and milling business, and arrangements have been made for the erection of a system of grain warehouses at various points along the line of the O. R. & N. road.

The British ship Celtic Chief recently took the first grain cargo from Tacoma to Australia on a rate of 20 shillings for the voyage, which is just twice as much as the rate accepted by the bounty-fed ships. The Celtic Chief has a cargo of 41,574 sacks of wheat, aggregating 93,526 bushels, valued at \$70,175, consigned to Sydney, N. S. W. by G. W. McNear.

W. R. Russell of Moscow, Idaho, says that not over 3 per cent of the 1902 wheat crop remains unsold. At Moscow most of the grain has been shipped, but at Tray and Joel Mr. Russell still has 50,000 bushels in his warehouses. The average price received for this year's crop by the farmer is 51 cents. The 1902 wheat crop is from 50,000 to 75,000 bushels short, but that this was the result of a big acreage in oats. Of the latter grain Mr. Russell has shipped 80,000 bushels, all of it going to San Francisco to supply the oriental trade. The oat market opened in Moscow this year at 75 cents per hundred and has ranged upward to 95 cents.

SAN FRANCISCO LETTER.

The Pacific Mail S. S. Co. has advanced the rate on flour from Pacific Coast points to South and Central America \$1 per ton.

Spot barley rules quiet and steady, trading being confined to small lots for local consumption, at from \$1.18¾ to \$1.25 per cental.

Prices of wheat, barley and oats in Oregon and Washington are strong and advancing, and those states cannot ship to California as they have done in former years when prices here were exceptionally high.

Mexico has reduced the import duty on grain from 30 cents to 15 cents per ton. This will add strength to the wheat market here and may result in a better wheat and flour movement to Mexico in the near future.

Hay is very firm and advancing owing to a crop shortage of 25,000 tons from the amount produced last year, and the shortage of cars. Choice grades are selling up to \$14.50 per ton, with consumers buying all that is offered.

Major Bingham, U. S. A. quartermaster at Portland, Ore., has posted proposals on the Merchants Exchange, San Francisco, for bids on 1,200 tons compressed hay and 1,200 tons No. 1 white feed oats, double sacked for shipment to Manila.

Wheat is very firm and advancing at from \$1.37½ to \$1.45 per cental; with choice lots selling at \$1.50 and very little is obtainable even at these prices, which are several dollars a ton above Chicago and Liverpool cash wheat quotations.

The steamer "Mellville Dollar" arrived here from Portland, Oregon, with 1,700 tons of bluestem, Walla Walla, and Oregon Valley wheat consigned to local shippers. Prices have since advanced in Oregon and Washington, hence, there will be

no more northern wheat shipped to California for the time being.

Several carloads of Kansas and Nebraska corn are on their way to California and will cost, after sacking, etc., from \$1.27½ to \$1.32½ delivered here. It will be a strong competitor of California corn for feed—local millers say that corn from the middle west this season is soft and damp and cannot be used for milling. California small and large yellow is selling from \$1.45 to \$1.55 per cental.

An advance has been made by local mills at 25 cents per barrel on all grades, California, Oregon and Washington flour. Since the advance wheat has been steadily going up and a further raise may be looked for in the near future. The following are the prices of flour at present: Best California Family, \$4 to \$4.25; bakers, \$3.90 to \$4; Oregon and Washington extras, \$3 to \$3.50; superfine, \$2.50 to \$2.80 per barrel net cash.

The tariff adopted by the Chinese government Nov. 1, admitting flour, grain and its products into the empire, free of duty, will do a great deal toward increasing the movement of flour in that direction and a good trade in grain and mill stuffs will be developed, greatly to the advantage of the Pacific Coast and may be the means of starting a greater amount of wheat to the Puget Sound from states in the northwest.

The McDonald Grain and Milling company, who operate a 300-barrel mill at Los Angeles, Cal., have purchased a site at the north end, in this city, and will begin the erection of a 2,000-barrel mill at once. They will make a superior grade of flour by blending 25 per cent Minnesota and 75 per cent California wheat and will make a strong bid for the bulk of the local flour trade. The McDonald milling interests are backed by Chicago capitalists.

There has been considerable talk lately about a movement on foot to form a combine of the principal flour mills of Washington, Oregon and California, with the object in view of controlling the flour output of the Pacific Coast, and securing control of and developing the Oriental flour and grain trade. Several prominent Eastern financiers are said to be back of the negotiations, and as it is rumored that the combine will be in effect Jan. 1, 1903, new developments may be expected shortly.

The stock of barley on hand is very short and from present indications will not be enough to tide us over until next year. What is left will be taken care of for feed purposes and brewing. The barley crop was nearly an average one, but at the beginning of the season the local shippers and several representatives of Liverpool and London grain houses, bought up all the barley in sight, doing a rushing business in shipping the first few months of the season; with the result that there is no quantity of barley offering—shipping has stopped and barley is strong in anticipation of a shortage before the season ends.

The wheat and barley markets during the past two weeks have ruled strong, with light fluctuations. The bulk of the wheat in the country has passed from the farmers to the middlemen—the country dealers, who have the situation well in hand, and will not sell except at prices out of all reason, and so high that wheat cannot be shipped to Europe at a profit. As a consequence there are between thirty and forty ships in the bay, avail-

able for grain carrying, offering at prices lower than ever have been quoted in the history of this port, viz.: twelve shillings and even lower, with usual option United Kingdom, Antwerp, Havre or Dunkirk, with no takers. A few bounty-fed French ships have accepted charters as low as eleven shillings six pence—taking that figure in order to get away to a more profitable field and relying on the bounty paid them by the French government to break even for the voyage. The outlook for the British and Italian ships in port is decidedly blue—they will be obliged to lay up here and await for the crop next August—as grain shipping for this season will be practically suspended after the vessels chartered prior to arrival, on berth at present, are away. The stock of wheat on hand in the state is short and concentrated in a few hands, and about all in sight will be used by the mills.—R. E. W.

PENNSYLVANIA.

The Kizer Mill & Elevator Co. has been incorporated at Scranton, Pa., with \$50,000 capital stock.

A grain elevator will be erected at Germantown, Pa., by the Pennsylvania Railroad. The building will be 126x70 feet and 163 feet high and be of brick construction. In addition to the main building there will be a brick power house, a shelter house and an office.

PHILADELPHIA LETTER.

The strong talk among some of the members of the Commercial Exchange looks to the appointment of an official hay inspector.

The movement of corn so far is very disappointing, after the intimation of a bumper yield throughout the west. New corn is arriving very slowly.

Scarcely any real choice oats are arriving. They are mostly graded No. 2 and said to be a poor quality of that grade. The principal arrivals are of stained and colored stock showing unmistakable rain or damp weather effects. Musty stock has dominated and unsettled the usual market activity and No. 1 white clipped stock is exceedingly scarce.

The movements of President A. J. Cassatt and his superintendents to devise some prompt plans for the relief of the congested transportation conditions along the Pennsylvania railroad and its branches has been stimulated to a certain extent by the concerted action of the grain trade of this city through the Commercial Exchange and its officials, in connection with the efforts of the grain committee.

The recent rumor that the Commercial Exchange is preparing for the erection of a headquarters of its own to be used as a permanent home, is positively denied by the officials of that organization. With the present facilities in the big Bourse building, the consensus of opinion among the members is that the Exchange will remain at its present location, as with the contemplated river and harbor improvements and additional belt line and terminal facilities, and the completion of the Stock Exchange building, the great trade and financial interests of Philadelphia will be anchored where they have been for years and not move westward.

Special Agent and Representative Carl S. Schofield of the United States Department of Agriculture, Washington, D. C., has just left Philadelphia after devoting several days to the study of the grain situation here. He made a thorough inspection of the grain elevators at the minor

points and visited the railroad terminals and the big grain storage plants. Mr. Schofield has been appointed to make an exhaustive study of the grain trade and before he is through will stop at every leading grain shipping and receiving point to prepare for the use of a the grain trade a voluminous report, going into every detail, giving the causes and preventions of its injury to grain while in growth as well as in transit, and covering a complete history of all kinds of grain. The report will be about 50 pages, fully illustrated, and is to be issued as a public document.

Chief Grain Inspector William G. Duffy of the Commercial Exchange has been in the west looking up the condition of the corn crop and writes Chairman B. Canby of the grain committee: "On my arrival at St. Louis Nov. 15 I immediately went to the Merchants Exchange, and thoroughly examined a number of samples of new corn representing the day's receipts, mostly from Missouri, with a few cars from central Illinois. The average condition was fair for this time of the year and would grade No. 3 and Steamer No. 2 corn in our Philadelphia market. The selected No. 3 corn would grade No. 2 corn in Philadelphia for export trade. I satisfied my judgment by going out on the railroad tracks and examining loaded cars of corn which were ready to be shipped. My decision regarding this corn would be that all carefully selected No. 3 corn could be handled safely, but would not recommend any one to handle the ordinary grades of No. 3 corn to grade in the Philadelphia market." Chairman Canby wired Chief Inspector Duffy to examine No. 3 mixed and to make critical inspections at Terre Haute, Ind., and Cleveland and Toledo, O., and on his way back to make a thorough inspection of grain.

The grain receivers of Philadelphia complain that shipments from the west are coming in so slowly that it is extremely difficult to transact any satisfactory business, and in many instances commission men and dealers are unable to guarantee shipments to arrive before Jan. 1 on orders placed with them at present. It was believed that when the coal strike throughout the anthracite region was settled and the rush of soft coal which was being liberally used as a substitute began to be moderate the leading transportation companies would be able to handle invoices of all kinds of grain for the eastern markets in a satisfactory manner, both to the shipper and receiver; but the grain trade here is very seriously hampered by the present state of affairs. One of the most prominent grain handlers of Philadelphia, in speaking of the situation, said: "The transportation companies are not abreast of the times and the great increase in business and demand is now crippling them. They are way behind in a sufficiency of rolling stock and cars and their facilities for the accommodation of the grain growers of the country have not kept pace with the phenomenal march of improvement and the general prosperity of the times. In consequence thereof the trade has to suffer the intolerable delay and inconvenience. There is a claim that cars are being held in abeyance for the deliveries of the corn crop, but that report is believed to have no foundation. One of the greatest evils of the general grain trade is the disappointment caused by uncertain deliveries. It is quite a problem nowadays to carry on a successful and prosperous business with the sharp and close competition that exists, and when

you are unable to inform your patrons when their goods will be delivered it is absolutely demoralizing. In law it is said 'there is not a wrong without its remedy,' and the crying need of the general grain trade is for a regular system of deliveries."

The two prominent ex-presidents of the Commercial Exchange of Philadelphia, who represented this body at the Grain Dealers National Convention, have just made their official report, which has been unanimously approved and is as follows: The committee appointed by the Board to attend the convention of the National Grain Dealers Association held at Peoria, Ill., on October 1, 2 and 3, 1902, respectfully report: That they attended the various sessions of the convention and took part in its proceedings. That whilst the attendance was hardly as large as on the year previous at Des Moines, Iowa, it was a more representative body, inasmuch as there were large delegations present from the eastern cities, notably Boston, New York, Baltimore, Pittsburg and Buffalo.

The time of the convention was largely devoted to the reading of papers on various questions relating to insurance, inspection and weighing, option dealing, repeal of duty on Canadian grain and various other questions affecting the grain trade. An interesting and exhaustive article on uniform inspection of grain was read by your fellow member, Jno. O. Foering, ex-chief inspector.

The following preamble and resolutions offered by your committee were reported favorably by the committee on resolutions and adopted by the convention:

Whereas, The delay in the transportation of grain from the interior of the country to the seaboard, which has prevailed during the past year has caused severe pecuniary losses to both shippers and receivers—not only in the absorption of money necessary to carry the grain for unusual periods, but in its deterioration from long and close confinement in cars; and

Whereas, The complaint of "scarcity of cars" which is so prevalent, arises not so much from actual lack of cars as from the want of motive power, as is evidenced by the quantity of loaded cars which encumber all the yards and sidings of the trunk lines and from inadequate discharging and storage facilities at the terminals; and

Whereas, The ripening crop of corn promises not only to be very large, but of a quality which will necessitate quick transportation in order to preserve its condition,

Therefore, resolved, That the Grain Dealers National Association take such measures—through its proper officers—as will induce the railroad companies to remedy the transportation evils which now exist; and cause to be provided increased facilities for the quick delivery and prompt unloading of cars.

Your committee believe that some beneficial changes could be made in the work of the convention—that more of its time should be devoted to discussion of subjects, vital to the interests of the grain trade, rather than to the reading of papers—as the former brings to the front matters affecting the interest of every section whilst the latter reflects only the views from the standpoint of writers. They have made such suggestions to many of the members of the association and have met with favorable responses and propose to bring the matter before the

new board of managers before the next convention and urge its adoption.

The display of samples sent by the various exchanges were exhibited to good advantage and attracted a large share of attention. It was evident from a comparison of the grades and standards shown, that much had already been gained by the efforts to obtain uniform inspection throughout the country, and your committee believe that if all political supervision of inspection and grading could be abolished and the regulation placed in the care of the various exchanges, all our markets would be placed on an uniform basis and any grain that would meet a grade in any one market, would pass a corresponding grade in any other market, barring the changes which might occur from transportation.—E. R. S.

SOUTHEAST.

W. N. Lemen's elevator and warehouse on the Norfolk & Western road at Shepherdstown, W. Va., were completely destroyed by fire Nov. 10, only the contents of the office being saved. The elevator contained about 2,500 bushels of wheat and 1,000 bushels of corn. The fire is supposed to have started in the engine room. Loss, \$5,000; insurance, \$4,000.

Altho Mobile, Ala., is an old city, its history as a grain market did not begin until Nov. 17. By the shipment of a car of grain that day to T. J. Jackson & Co. at Hattiesburg, Miss., Cleveland Bros., grain dealers and millers, earned the honor of pioneer shippers. The opening of the new Mobile, Jackson & Mississippi railroad has given the firm an opportunity to work up a trade. Their traveling representative is T. O. Young.

SOUTHWEST.

The Denham Coal & Feed Co. contemplate erecting an elevator at Lawton, Okla., next spring.

The farmers Mill & Elevator Co. of North Enid, Okla., has increased its capital stock to \$100,000.

The Oklahoma and Indian Territory Grain Dealers Association held a meeting at El Reno, Okla., Nov. 13.

O. B. Garrison, Ryan, I. T., Nov. 15: Wheat crop looks fine, although small; quite an amount of oats will be sown.

W. L. Farquharson of Hennessey, Okla., is making arrangements to remove to Madill, I. T., where he will enter the grain business.

Denham Coal & Feed Co., Lawton, Okla., Nov. 22: First wheat sown in this county was sown this fall; prospects for large yield next June.

J. W. Corwin, agent for the Brinson-Judd Grain Co. at Dawson, I. T., informs us that G. C. Miller has rented the Chalberg Elevator at Mingo, I. T.

The Marshall Mill & Elevator Co. has been incorporated at Marshall, Okla., with \$10,000 capital stock. Incorporators: W. L. and R. I. Retta and S. Helton.

Oelke Bros., Anadarko, Okla., Nov. 11: Thousands of acres in Oklahoma are sown to wheat this fall; farmers selling corn very freely; having plenty of rain.

Fennelly, Fox & Co., grain dealers of Kansas City and New Orleans, after a year in the business, have become financially embarrassed and were forced to suspend recently. Claims have been settled.

TENNESSEE

T. H. Check & Co. of Chattanooga, Tenn., write that J. T. Thomasson has recently completed a large grain warehouse at Chattanooga.

TEXAS.

J. R. French will soon enter the grain business at Frost, Tex.

H. H. Crouch of McKinney, Tex., writes: The Iowa seed corn that was planted in Texas was a success and there will be a demand for corn from Iowa this year.

The new elevator of the Southern Pacific Railroad Co. at Galveston, Tex., has nearly been completed by the builders, the John S. Metcalf Co. The transmission of power not only to the machinery in the elevator but to the entire dock is by electricity.

C. H. Guenther, who has been identified with the grain and milling business of Texas for about 50 years, died at San Antonio Oct. 18, aged 76 years. He was a native of Germany and came to the United States in 1848. In 1851 he built a flour mill at Live Oak, but later moved to San Antonio, where he started the mill now known as the Pioneer Mill, which has a daily capacity of 1,000 barrels.

H. H. Crouch, McKinney, Tex., Nov. 14: Wheat never looked better at this season of the year; it will furnish fine pasture and save the farmers thousands of dollars' worth of feed, which they usually need to take them through the winter; some oats which were sown in August now heading out and it is thought they will do to cut in two or three weeks, should the weather stay as warm as it is now; we are not, however, expecting a very large crop for this fall cutting. All the grain dealers of Texas are kept busy nowadays trying to get orders filled in Kansas for all kinds of grain; much grain that is coming to Texas has been damaged by being loaded before being thoroughly dried; being on the cars from 15 to 30 days in transit, it has time to get hot before it reaches its destination.

The McKinney Grain Shippers Exchange, McKinney, Tex., composed of Blakeman Grain Co., Kitching Grain Co., North Texas Grain Co., White Grain Co., H. H. Crouch Grain Co., McDurmitt Grain Co., Doggett Grain Co., Hill & Webb, Felton Bros. and Harrison & Co., on Nov. 11 addressed the following suggestions to the southwestern freight committee at St. Louis, Mo.: In Tariff 15-F actual weight will apply on shipments of oats when cars are loaded to oat line, regardless of the established minimum weights, but in no case less than 30,000 pounds. We as the purchaser on bill of lading would like to determine before paying drafts as to whether such cars have been loaded to the oat line when shipments are less than the minimum. And to this end we would respectfully ask that instructions be issued to all agents to note carefully whether cars have been loaded to the oat line, and so state in bill of lading. We are continually shipping oats from one point to another and have no means of knowing as to whether these requirements have been complied with, and frequently it occurs that we take up drafts on cars invoiced 30,000 pounds when the destination agent demands payment on 40,000 pounds, thus compelling us to lose freight charges on 10,000 which could have been avoided by notation on bill of lading by agent at

shipping station that car was not loaded to oat line. With such information we would decline to pay draft until shipper had protected us against this loss; and we also ask that agent be required to show marked capacity and length of car on all shipments on bill of lading as well as way bill. Relative to shipments on cars of corn we wish to state that we find it impossible to load 40,000 pounds of corn in SHUCK unless a very large car be furnished, and beg to suggest that you make the minimum 40,000, unless when car is loaded to full visible capacity, in which case the invoice weight governs, and in such cases you require agent to so note on bill of lading. Should these suggestions be accepted great benefit would result to the dealers.

WISCONSIN.

Gustav Beske, Atwater, Wis., Nov. 14: Heavy crops.

Read letter in this number—Wisconsin dealers need a state association.

Memberships in the Milwaukee Chamber of Commerce are selling at \$550.

Chas. A. Smith and Henry Schmuhl have purchased the elevator at Fairwater, Wis., of A. F. Bornshein.

Thos. Boyle's suit against E. Schwendler, grain commission merchant of Superior, Wis., has fallen thru.

Chris Daniels has just completed a large and well equipped elevator at Suring, Wis., and is ready to receive anything in the way of grain or farm products.

The Wisconsin Malt & Grain Co. of Appleton has bought the elevator of Huson Bros. & Timm at Plymouth, Wis. The sale does not affect the management, as the old firm will buy grain for the new owners.

It is time Wisconsin dealers were organizing an effective association. The dealers of other states have profited by working together. Will Wisconsin dealers persist in following out-of-date methods?

Speculative transactions on the Milwaukee Chamber of Commerce maintain the increased volume that followed the adoption of the rule making Chicago grades practically the only ones deliverable on sales.

The request by the proprietors of one Milwaukee elevator to be allowed to take 30 pounds from each car of grain was met by a prompt response from the supervisors of weighing that they had no power to sanction any deduction from the actual weight of the grain and that no certificate would be issued on any grain weighed under the supervision of the Chamber of Commerce Weighing Department for anything less than the true weight of the grain. The action of the supervisors of weighing was fully approved by the board of directors of the Chamber of Commerce, which took occasion to reaffirm the declaration made by it eleven years ago in answer to a similar request "that it is the sense of this board that whatever wastage or shrinkage may occur in the handling of grain should rightfully be borne in turn by each party handling the same." This principle was concurred in by all parties interested at the time and the contention settled so far as Milwaukee elevators and grain dealers are concerned. The Chamber of Commerce will not recede from this position, which it believes to be correct both in law and equity, and is sustained by high legal authority, whatever the practice may be elsewhere.

Wallace M. Bell of Milwaukee says: What we need is fireproof elevators which will save us the large amount which we annually expend in insurance. If a capitalist would build such an elevator it would soon pay for itself and give a substantial profit on the investment. The item of insurance is a big one and amounts to \$10,500 to the dealer who handles 500,000 bushels of grain a year. That is a substantial income of itself. The rate is \$3 a hundred on short periods of time and with wheat at 70 cents a bushel the loss is \$105 on 5,000 bushels. In getting it down to cost per bushel we find that the price of storage is 7 cents while the insurance amounts to about 2½ cents. This is all wrong. Such a state of affairs should not exist, and especially when the fireproof structure which would also be weather-proof can be put up at but little more cost than a wooden elevator. We are behind the times in that one respect, although I admit that they are just beginning to build steel warehouses in Chicago. The one which was recently put up there has much more business than it can handle. Such also is the condition at Minneapolis and Duluth. B. Stern & Sons are now putting up a tile elevator for their own use and I hope that is only a forerunner of others which will be seen in Milwaukee in the next year.

Rice Mills in the United States.

Rice, cleaning and polishing, being of comparatively recent commercial development, was not reported at any census prior to 1880. Since that time the growth of this industry has been noteworthy, the number of establishments having increased from 22 in 1880 to 80 in 1900, a gain of 263.6 per cent; the capital from \$562,200 in 1880 to \$2,601,352 in 1900, a gain of 362.7 per cent; and the value of products from \$3,133,324 in 1880 to \$8,723,726 in 1900, a gain of 178.4 per cent.

The 80 establishments engaged in rice, cleaning and polishing in the United States during the census year, cleaned 398,602,018 pounds of rough rice, valued at \$7,184,208. From this were obtained 243,031,200 pounds of clean rice, and 155,570,818 pounds of by-products. The total value of all products was \$8,723,726. Included in the quantity of rice milled are 39,414,459 pounds of foreign rice, received principally from China and Japan, and handled by mills on the Pacific coast, in New York city, and in New Orleans.

The component parts of the product of rice, cleaning and polish, in the United States during the census year were: Clean rice, 61 per cent; polish, 3.8 per cent; bran, 17.3 per cent; and hulls and waste, 17.9 per cent. Thus, from a barrel (162 pounds) of rough rice is obtained an average of 99 pounds of clean rice, 6 pounds of polish, 28 pounds of bran, and 29 pounds of hulls and waste. Foreign rice is received in a partially cleaned condition and hence these ratios do not apply to it. Mills handling foreign rice show 74.9 per cent of clean rice, or 121 pounds per barrel of rough rice, and a very small percentage of waste.

Both rice flour and bran are considered excellent feed for cattle and hogs, and are ground together by mills in Georgia and the Carolinas and sold for this purpose. Such a feed is valued at about \$15 per ton. When sold separately the bran brings about \$12 per ton and the flour \$18. Hulls, which are a waste in most of the mills, are used by some of the larger ones as fuel.—From Bulletin No. 201, of the Census.

PATENTS GRANTED

Orren G. Nosker, Paris, Tex., has been granted letters patent, No. 713,139 (see cut), on a bag holder. The support has inverted U-shaped jaws to clamp the bag.

Wm. M. Power, Montclair, N. J., assignor to the Pan-American Motor Co., New York, has been granted letters patent, No. 713,147, on an internal combustion engine.

Chas. Orman, New Harmony, Ind., assignor of one-half to Ezra Stephens, New Harmony, Ind., has been granted letters patent, No. 713,791, on a baling press.

John McCoy, Indianapolis, Ind., assignor of one-half to Robert E. Poindexter, Indianapolis, Ind., has been granted letters patent, No. 713,332, on a gas engine.

Hennig F. Wallmann, Chicago, Ill., assignor to the Wallmann Engine Co., of Illinois, has been granted letters patent, Nos. 713,366 and 713,367, on an internal combustion engine.

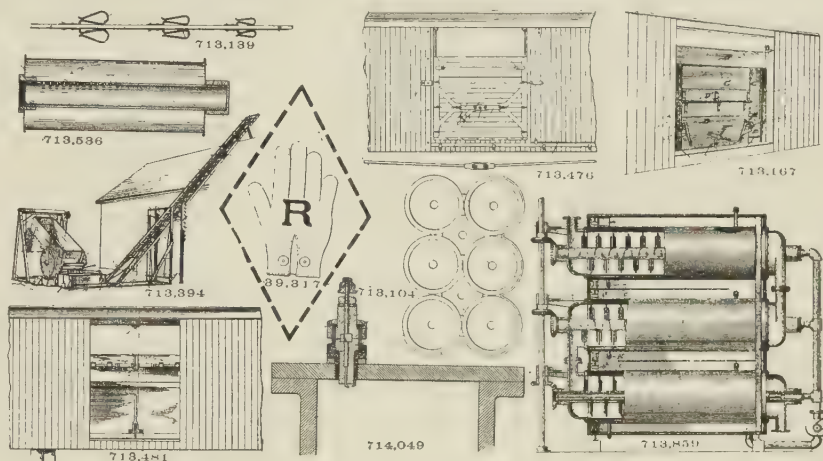
John A. Ostberg, Westminster Station, Vt., assignor to Frederick M. Gil-

car door. The door comprises an inwardly and upwardly swinging main section, an outwardly swinging lower section and a top section sliding upon guide rods. When closed, the lower section bolts to the sill.

Jno. L. and Chas. J. Tobias, Chicago, Ill., have been granted letters patent, No. 713,536 (see cut), on an exhaust muffler for gas engines. The end of the pipe is inclosed by a shell having openings along one side. The extreme end of the pipe is closed by a cap, the gases escaping thru a series of holes near the other end of the shell.

Harry A. Burgess, Goodland, Ind., has been granted letters patent, No. 713,394 (see cut), on a grain elevator and dump. The grain from the wagon is dumped into a box on four wheels which is drawn by a cable up an inclined trackway, made in sections and extensible. The track is hoisted by a frame and winch and held at the desired elevation by a rack bar.

Louis B. Smyser, Newark, N. J., assignor to Ferdinand E. Canda, New York, N. Y., has been granted letters patent, No. 714,049 (see cut), on a sparkler for gasoline engines. The insulating bush-



bert, Walpole, N. H., has been granted letters patent, Nos. 713,792 and 713,793, on an explosive engine.

Lester E. Heath, Saratoga Springs, N. Y., assignor of one-half to Schuyler C. Brown, Saratoga Springs, N. Y., has been granted letters patent, No. 713,983, on a carburetor for explosive engines.

John I. Glover, Kansas City, Mo., has registered the trademark 39,317 (see cut), comprising a diamond-shaped figure within which is arranged the representation of a glove bearing the capital letter R. The mark is used in connection with wheat, corn, oats, flour, cornmeal, mixed feed, bran and rice bran.

John Montgomery, Simcoe, Canada, has been granted letters patent, No. 713,476 (see cut), on a grain car door. From suspension rods arranged across the top of the car depend hangers swinging thru the door opening. The door swings freely between the door posts, and is provided with slidable bolt plates.

Silas E. McKinney, Menlo, Kan., has been granted letters patent, No. 713,481 (see cut), on a grain door for cars. A drum and cable are provided to forcibly draw the door up on the slides after having been started by a lever. To the upper edge of the main door is hinged an extension equipped with locking bolts.

Ben Steine and Cornelius Jones, New Orleans, La., have been granted letters patent, No. 713,167 (see cut), on a grain

ing is made in two parts having a longitudinal bore for the reception of the electrical conductor. Where the two bushings come together is a polygonal recess to contain an enlargement of the sparking point.

Ernest V. Johnson, Chicago, Ill., has been granted letters patent, No. 713,104 (see cut), on a fireproof grain bin. A group of fireproof, cylindrical grain bins is arranged tangent and connected together by tangent tiles, walls and metal clips or anchors bridging the tangent tiles. The cylindrical walls are composed of courses of vertically arranged hollow tiles and courses of horizontally arranged channel tiles forming continuous annular channels containing steel hoops laid in cement. The part of the bins exposed to the weather is protected by a facing of waterproof tile.

Alexander P. Criswell, Chicago, Ill., assignor of one-half to John M. Westerlin and Allan Campbell, Chicago, has been granted letters patent, No. 713,859 (see cut), on an apparatus for drying grain. Horizontal cylinders are placed one above the other forming an endless convoluted passage for the material to be dried, which is conveyed and stirred by the blades on the shafts driven by the one vertical shaft. Each cylinder is inclosed in a steam jacket and the whole is surrounded by a casing. Air is forced thru the apparatus in a direction opposite to that in which the material passes.

Grain Elevators of the Gallatin Valley.

By Clinton E. Lamme.

We will confine ourselves strictly to the elevators of the Gallatin Valley, Montana. First, the elevator in connection with the Bozeman Mill. Originally there were sixteen bins, built in two rows of eight each. These bins were cribbed up from 2x8 at the bottom, then 2x6 and at the top 2x4. The cribbing was first begun by laying 2x8 dressed on one surface and one edge, flat and spiking them to the timber framework below. Then the 2x8 were spiked to these, alternately every twelve inches. The joints are broken both at the corners and along the sides. The faced side of the cribbing is laid up and the faced edge in, thus giving the finished bin a smooth, regular inside surface.

These bins as they are built, are strengthened by $\frac{3}{4}$ -inch iron rods bolted through from side to side every five feet, both on the sides and ends. The bottoms of the bins are hopped by placing 2x4 on edge and spiking them together faced edge up, at an angle of about 60 degrees.

These original sixteen bins have a capacity each of 5,000 bushels and are supported by a stone foundation and stone columns through the center. Later an addition of twelve bins of 2,000 bushels capacity each, was built in the same manner. This gives to the elevator a total capacity of 100,000 bushels.

Above the bins is located the cupola, containing two conveyors, one for the large bins and one for the smaller ones, also the elevator heads and shift spouts. The grain when unloaded is spouted direct to the boot of the elevator leg in the basement. This boot, as it is called, is the very lowest part of the elevator, where the cups on the belt turn about a shaft and are filled with grain as they pass through it. Then the grain is elevated about forty feet, dumped into a spout with the cleaning machinery and then passes through the cleaner, the scourer, and lastly the separator. From the separator it is spouted to the basement, elevated about thirty feet again, and spouted direct to the hopper scales where it is weighed and graded, passed through again to the basement and elevated again to the cupola. Then it is conveyed along above the bins and dumped into any one of them.

The distribution of the grain among the bins is governed from the ground floor by a system of wires connected to sheet iron slides in the spouts above the bins. Each slide has an electric bell attachment which rings a bell near the wire pulls when the slides are in place. The slides are put in place by a pull on the wires and returned by a weight fastened to the other end of the slides above. This arrangement saves a man from making a trip to the very top of the elevator every time the slides are to be shifted. On the ground floor is an iron wheel connected with an iron rod leading to the cupola where it is attached to a shift spout which is turned by means of this wheel to either of two spouts connected with the two conveyors.

Grain is unloaded from cars into a receiving hopper at the rear of the elevator, spouted into a conveyor in the basement, conveyed to the boot of the elevator leg and disposed of in the same manner as that unloaded from wagons. Grain is drawn from the bins by spouts

beneath, conveyed to the elevator belts, elevated and spouted into the shipping bin supported on scales where it is weighed, and either sacked or spouted into cars.

There is, of course, a great deal of dust from the handling and cleaning of grain. This dust is collected on the second floor by means of a blower and patent dust collectors and blown, by means of a fan, into an iron pipe about three feet in diameter, through which it passes to a dust house, from which it is from time to time loaded into wagons and hauled away.

The building is protected against fire by stand pipes connected with the water mains. On each floor there is a hose rack and about one hundred feet of $2\frac{1}{2}$ -inch hose connected with these stand pipes. There are also chemical fire extinguishers throughout the building.

The power by which the elevator is operated is obtained from a Hamilton corliss engine which also operates the mill.

The other elevators of the valley are all built on about the same plan and I will note only the special features of each. In the Manhattan elevator in connection with the malting plant, we find between the two rows of bins on the ground floor a three foot passage way in which is a lever for each bin controlling the slide in the spout at the bottom.

The foundation in this elevator consists of a series of stone walls at right angles to the length of the elevator. These walls are placed just beneath the walls of the bins, about twelve feet apart, built of rock about three feet wide at the base and two and a half at the top. Then in front of seven of these walls there are eight stone columns about four by four, above which we find the machinery and smaller bins. The bins are built on 2x8, laid flat and close together placed over 6x12 laid edge up six inches apart. These 6x12 rest on the stone foundation. Through the center of the building the foundation is cut away for about three square feet to admit a conveyor which extends the full length of the elevator.

There are no separate floors and the stairway runs up in place of a small bin in front, one elevator and the main belt also run up this opening. The grain is handled in the same manner as described before except that there are no short elevators, only two extending to the cupola. Thus the grain must always be elevated to the top. There is another long elevator not in use.

The building is protected against fire by a stand pipe and hose. The water in the pipe is furnished by a pump and well in the engine room. The elevator is covered, sides and roof, with corrugated sheet iron.

There are twenty-two bins in all, eight of them are 10x12x75, of a capacity each of 5,000 bushels, and fourteen bins 20x10x75 each of a capacity of 15,000 bushels. This gives to the elevator a total capacity of 250,000 bushels. The elevator is operated by a consumption of about 30 horse power from a 238-h.p. Allen corliss engine. The elevator is strong and well built, but not as convenient as the one first described.

The Story elevator at Belgrade presents some new features worthy of notice. Its total capacity is 250,000 bushels. It is operated by a 50 horse power engine. This building has five elevators, about eighty feet in length. On the ground floor at each elevator leg is an iron wheel connected to an iron rope running to the cupola and there connected to a shift pipe

with an iron wheel. These shift pipes open on the surface of the floor and are swung about in the arc of a circle above holes in the floor connected with spouts beneath. No. 1 has thirteen different spouts, No. 2 has nine, No. 3 twenty, No. 4 ten and No. 5 seven. This gives fifty-nine spouts which can be controlled from the ground floor by means of five different wheels.

The slides for the conveyors in the cupola are worked by levers at each side and it is necessary to climb to the cupola every time one is to be changed. But this difficulty is partially overcome by a man elevator running up the same opening as the stairs. This elevator travels very slowly and is controlled by a wire rope at its side connected to a friction clutch at the top.

The elevator contains fifty-seven bins, twenty-four of which are placed together in four rows of six each. These bins are 12x12 and 68 feet high. The others are smaller and of varying size and shape.

There is a new elevator in course of construction at Belgrade. This is a 40,000-bushel elevator and owned by F. L. Benepe. It contains six main bins and six smaller ones. The elevator is being constructed purposely for the cleaning and transfer of grain and not for storage. The grain will be dumped into the receiving hopper, spouted to the basement, elevated, cleaned, weighed and graded, then spouted directly into cars. The elevator is not rodded and it is rather poorly constructed, shingles being stuck between the cribbing to straighten the walls of the bins.

There is another elevator belonging to Benepe at Bozeman. This has a capacity of 75,000 bushels and is operated by an 18-h.p. engine. The elevator contains a separator, cleaner and scourer, also three grain elevators about 55 feet high. Each one has a shift pipe and fourteen spouts operated in the same manner as those in the Story elevator at Belgrade. The floor space is very small, the basement dark and the arrangement of the cupola above the bins such that one not used to the elevator takes chances of falling at every step. Twelve bins are controlled by levers and wires at the bottom. There are fifteen bins 10x12x50 and six smaller ones 6x8x40. The elevator is not rodded and its only fire protection is from barrels of water placed at the top and a sheet iron roof and sides.

There is one more elevator, the Farmers' and Merchants', in Bozeman. This contains seven bins 12x12x45, six bins 12x12x55, three bins 6x6x45, four bins 3x3x45 and two bins 6x12x35.

This elevator is operated by a 30-h.p. engine, and has a total capacity of 100,000 bushels. There are two thirty-foot elevators and two fifty-foot ones. The distribution of the grain is governed by means of wooden slides in the spouts, controlled by wires from the ground floor below. There is plenty of working space and the bin arrangement is far ahead of that found in the building just described.

So we find that these five or six elevators are all built of wood, resting on stone foundations, only two of them even rodded, and all more or less cramped for room and convenience. Yet they answer the purpose for the storage of grain, which, after all, is their intended purpose.

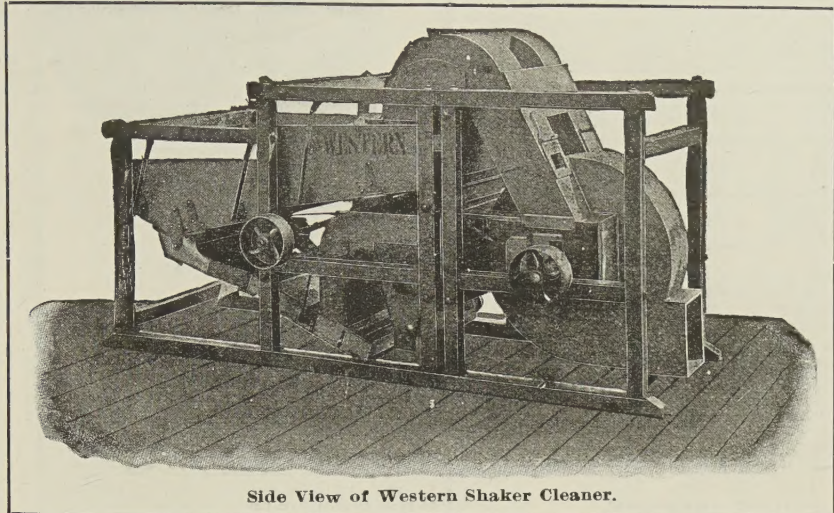
Low grades of wheat are not following No. 2 on the advance. Instead of accepting bids for No. 2 soft, it would seem safer for interior dealers to buy on good margin and consign.

"Western" Shaker Cleaner

Cleans corn, wheat or oats perfectly without changing screens. Using one on your grain will insure enough better grades to pay for it.

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is designed especially for grain warehousemen. It has large capacity and is well built. Its improved adjusting lever makes it possible to adjust the cylinder to any kind or condition of corn while running. Made in eight sizes. Write for catalog and discounts.

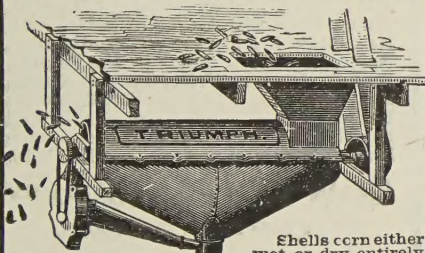


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HUNDREDS
IN USE.

Shells corn either
wet or dry entirely
clean from the cob.
Well made and guar-
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HORTON MFG. CO., Painesville, Ohio

ELEVATOR
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Send for
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Rubber Protectors, - - \$2.00
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Sent POSTPAID on receipt of
price; or on TRIAL to respon-
sible parties. HAVE AUTOMATIC
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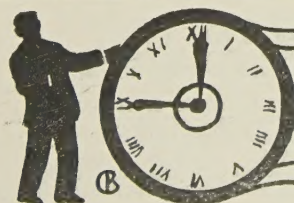
Steel Roofing, Corrugated Iron, Etc.

We furnish this material in large quantities for grain elevators
all over the country. We also take contracts for doing this work
complete.

SYKES STEEL ROOFING CO., CHICAGO, ILL.

**PERFORATED METAL
GRAIN CLEANERS**

THE ROBERT AITCHISON PERFORATED METAL CO.
303 305 DEARBORN ST. CHICAGO, ILL.



TO THE MINUTE!

A hurry-up order for Seamless Cotton Grain Bags makes
us work faster—but our customer gets the goods on time.
Write for prices.

Milwaukee Bag Co., Milwaukee, Wis.

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The name of the Chicago, Milwaukee & St. Paul Railway has long been identified with practical measures for the general upbuilding of its territory and the promotion of its commerce, hence manufacturers have an assurance that they will find themselves at home on the company's lines.

The Chicago, Milwaukee & St. Paul Railway Company's 6,300 miles of railway, exclusive of second track, connecting track or sidings, tra-

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Express Passenger Trains Fast Freight Trains Throughout	MISSOURI.	ILLINOIS.

verses eight states, which comprise a great agricultural manufacturing and mining territory.

The Chicago, Milwaukee & St. Paul Railway Company gives unremitting attention to the development of local traffic on its lines and, with this in view, seeks to increase the number of manufacturing plants on its system either through their creation by local enterprise or the influx of manufacturers from the East. It has all its territory districted in relation to resources, adaptability and advantages for manufacturing. Specific information furnished manufacturers in regard to suitable locations. Address

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Grain Register

No. 12 AA.

This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8½ x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contains spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

For Sale by
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SALES, SHIPMENTS and RETURNS BOOK

is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10½ x 16½ inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 contains 48 pages with room for records of about 1,400 carloads. It is bound with leatherette covers and printed on good paper. Price \$1.

No. 14 AA contains 76 pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$1.75.

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The best railway line between CHICAGO, ST. LOUIS, KANSAS CITY and PEORIA.

Record of Cars Shipped FORM 385

Is designed especially for the use of country shippers in keeping a complete record of each car of grain shipped.

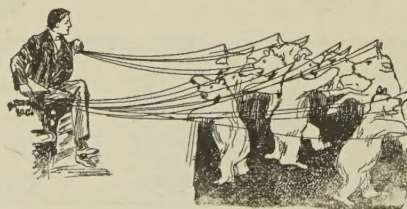
It contains 160 pages of Record Linen Ledger paper, ruled to meet the needs of the grain dealer's business. The column headings are: Date Sold, Date Shipped, Car No., Initials, To Whom Sold, Destination, Grain, Grade Sold, Their Inspection, Discount, Amount Freight, Our Weight, Bushels, Destination Bushels, Over, Short, Price, Amount, Freight, Other Charges, Remarks.

The book is 9½ x 12 inches and has spaces for recording the foregoing facts regarding 2,400 carloads. It is well bound in strong boards with leather back and corners. Price, \$1.50.

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When Armour's in the pit,
The Bulls and Bears may prance.
But he alone is "IT"
The others have no chance.



When the wielder of finance
Decides to take a fling,
The others have to dance
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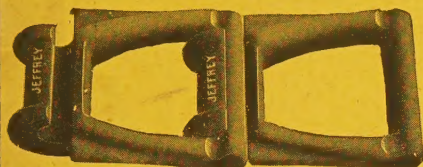
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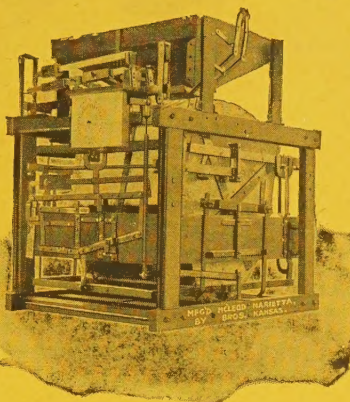
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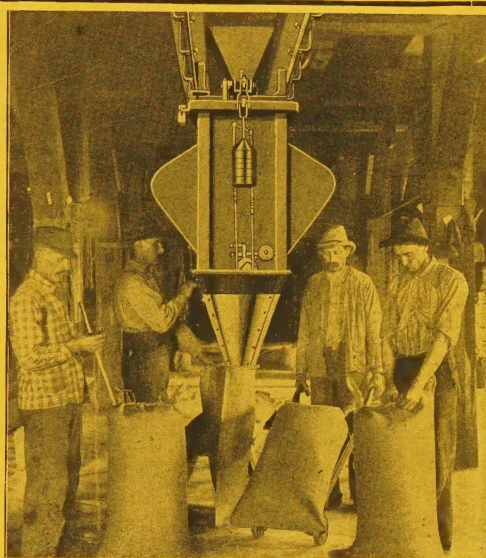
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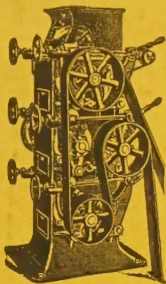
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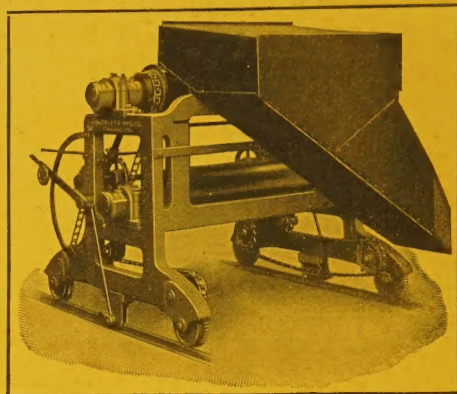
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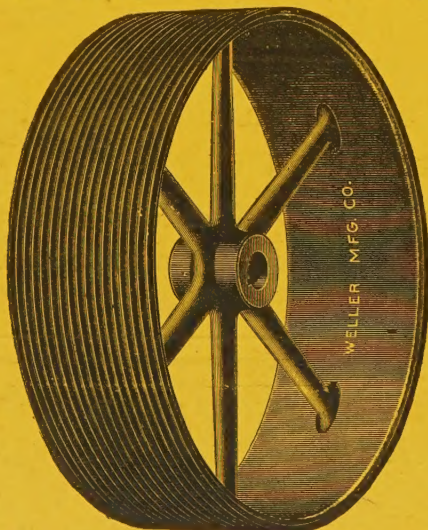


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